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DONNELLY & WHYTE,

TEL. 634.

THE T.K.K. "TAIYO MARU."

ON SHOW IN HONGKONG HARBOUR

RECEPTION ON THE LUXURIOUS LINER.

The latest acquisition to the fleet of the Toyo Kisen Kaisha, the s.s. *Taiyo Maru*, formerly the Hamburg-America Company's South Atlantic liner *Cap Finisterre*, has been an object of much interest in the harbour during the past few days, for she has been put on a regular run to San Francisco and will take rank as one of the largest and most luxurious liners calling at the port.

Mr. Asano, President of the Toyo Kisen Kaisha, came down from Japan on the steamer, paying his first visit to Hongkong, and yesterday he entertained the leading residents of the Colony to a complimentary tiffin. Some 250 ladies and gentlemen sat down in the magnificent dining saloon of the ship to an excellent tiffin.

The venerable President of the Company towards the end of the meal made a speech in Japanese, which was admirably translated by his Secretary, in which he said he esteemed it a very great honour and privilege to welcome so many residents of Hongkong to the ship and cordially thanked them on behalf of the Toyo Kisen Kaisha for their presence. For thirty years, he said the ships of the Company had been coming to this port, and he had been very closely connected in a business way with the people of Hongkong, but for some reason or other he had never found an opportunity to visit Hongkong until this year. He had much to say before the outbreak of the war he was planning to do so, but when war broke out circumstances rendered the visit impossible. When the Government of Japan turned over to his Company this fine ship he felt that no better opportunity could offer for him to pay his long-intended visit to Hongkong, and he came on the ship. He had met so many Hongkong residents in Japan that he felt he wanted to meet them again in their own port and to thank them for the support they had given to his Company for so many years. He wanted to bespeak for this ship a continuance of the support they had always accorded to the Company's ships. (Applause.)

Mr. E. D. G. Wolfe (Captain Superintendent of Police), who was seated at the President's table, said that somewhat to his surprise it had fallen to his lot to propose the toast of "Prosperity to the Toyo Kisen Kaisha," coupling with it the name of President Asano. Before doing so he was sure the large gathering would allow him to thank President Asano and his Company for the splendid reception they had given them. Mr. Wolfe recalled the small beginnings of the Company and spoke of its development as not only remarkable but most astonishing, adding that if such developments continued the question of harbour accommodation would become a matter of very serious consideration. Instead of demolishing Morison Hill for the purposes of reclamation they would need to take land to make more room for shipping, and he facetiously suggested that the Toyo Kisen Kaisha might come to the assistance of the Colony, which had a Housing Question of some importance, by mooring this fine ship at some convenient spot and allowing residents of the Colony, including the largely increased staff of the Toyo Kisen Kaisha, to live in such comfortable quarters—but as he observed that a friend interested in the Hongkong Hotel had his eye riveted upon him, he better say no more on that subject, but hope that the *Taiyo Maru* (meaning "The Mighty Ocean") would have a very successful career on the Pacific and justify the hopes and expectations of her new owners. (Applause.)

Later in the day nearly a thousand people inspected the ship by invitation.

DESCRIPTION OF THE VESSEL.

The steamer *Taiyo Maru* formerly the *Cap Finisterre* of the Hamburg-America Line, was built at Hamburg in 1911, and before the World War was operated by that Company on its Hamburg-River Plate service, where she was a very popular passenger steamer.

On May 15th, 1921, this luxurious steamer was put in commission, and added to the fleet of vessels operated on the San Francisco-Hongkong Line of the Toyo Kisen Kaisha, after thorough overhauling at the Mitsubishi Dock at Nagasaki.

The *Taiyo Maru* is an eight decked, twin screw passenger steamer, 500 feet long, 66 feet beam, and a depth of 23 feet. Her displacement tonnage is 22,000, and gross tonnage 14,500. Her engines are capable of maintaining a sea speed of 18 knots.

Of her eight decks, six are given over for the use of first class passengers. They are in order from the top downward: Sun Deck, Boat Deck, Promenade Deck, Saloon Deck, Upper Deck, and Main Deck. For the convenience of passengers letters are used to designate the different decks, the Boat Deck being known as "A," the Main Deck as "B," the Promenade Deck as "C," the Saloon Deck as "D," and the Upper Deck as "E." Of these decks the Promenade Deck is noticeably spacious. All her interior corridors and passage ways are wider than is usually seen, and the height between decks, especially in the First and Second Class is greater than in most steamers.

Entrance to the steamer is gained through a gang-way port on the Main Deck, amidships, leading to the Lobby where may be found the Purser's Office, which an officer will be stationed to transact business and dispense information.

Opposite the Purser's Office and across the Lobby will be found the elevator which runs between the Main Deck and the Boat Deck.

Along the Port side of this deck are forty cabins, twenty being outside cabins and twenty inside cabins "L" shaped, the "L" extending to the outer bulkhead in and air enter the room.

The deck above, called the Upper Deck or "D" Deck is entirely given over to cabins, and contains besides the four

luxuriously appointed suites, eighteen outside and twenty-nipa "L" shaped inside cabins, all of which are connected with bathrooms, which may be obtained for exclusive or joint use.

Going up one more deck is the Saloon Deck, on which are twenty-seven outside and fifteen inside cabins, besides the splendid Dining Saloon the Pantry and Saloon Gallery. Adjoining the private dining rooms, the three rooms being able to seat the entire passenger list at one sitting. A balcony for the orchestra opens on to the Promenade Deck and from which an attractive view of the Dining Saloon may be obtained. The Pantry and Gallery are situated close to the Dining Saloon, and are equipped with all the most modern electric cooking devices.

To refer to her cabins, all of which are situated on the three decks mentioned, much may be said in their favour, they being of fair size, and all well furnished. Cabins are arranged to accommodate two, three, and four passengers respectively. Of her 430 berths 280 are "lower," the majority of which are beds, not bunks.

On the deck above, the one on which is situated the Dining Saloon, will be found the Smoking Room, Ladies Saloon, the children's Dining Room and Play Room, and the Dark Room for photography. This deck called the Promenade Deck is spacious and suitable for walking, dancing, or reading or chatting in steamer chairs. The forward portion of this deck is enclosed in glass giving protection against wind and rain. Leading off the Smoking Room and what is a sheltered spot called the Verandah Cafe, which should be very popular.

Above this is the Boat Deck, also spacious, and suitable for promenading, and for playing deck games. On this deck will be found the Winter Garden, with its glass roof and real fountain. Botted plants and rattan furniture give this room an inviting appearance.

On this deck is also the Porcelain-lined Swimming Tank large enough to accommodate thirty bathers at once. The tank is approached from the Sun Deck.

On the boat deck will also be found the Laundry and the Gymnasium the latter at present unoccupied except for a horse, on whose back one may ride, obtaining sufficient exercise to give one an appetite. From the topmost deck of all, the Sun Deck, one may take sun baths in the day time, and have an unobstructed view of the heavens at night. This deck being higher than the "Bridge," passengers have an unexcelled view of the scenery as the steamer enters or leaves a harbour.

The accommodation for Second Class passengers is on the main and upper decks, about those of the first class. In this class there is accommodation for 109 passengers, berthed in twenty-eight cabins. The Dining Saloon, Smoking Room, and Ladies Lounge, on the upper deck, are quite the equal of the public rooms for first class passengers on intermediate steamers. A comfortable promenade deck is given these passengers.

The Special Third Class accommodation is situated on the main deck forward of the first class. In this class are twenty-nine cabins berthing 120 passengers. A dining room and promenade space are reached for this class on the upper deck reached by a companion way.

Other features of this steamer are: barber shops in both the first and second class rooms; service telephones in a number of cabins; thermos tank heating ventilating system; ozone generator; laundry; emergency dynamo, three hospitals; electrically driven auxiliary machinery; and an anti-rolling tank reducing side motion to a minimum.

She is unquestionably a comfortable and handsomely appointed vessel, and well suited for the San Francisco-Hongkong route.

FORTHCOMING VISIT OF RUSSIAN LIGHT OPERA CO.

As will have been seen from our advertisement columns a Russian Company, consisting of fifty artists, will visit Hongkong in about a week's time and give some ten performances of popular light operas and musical plays at the Theatre Royal. Their repertoire includes such favourites as "The Merry Widow," "The Chocolate Soldier," "The Count of Luxembourg," "The Dollar Princess," and "The Geisha."

The artists who include several of exceptional ability, made their escape from Russia to the Far East during the upheaval in their own country, and have been playing for about two years in Harbin and Vladivostok. Recently they have visited Peking and Tientsin, and are now completing a successful season in Shanghai. They intend, after leaving Hongkong, to go to Singapore, Java, and possibly India, their ultimate objective being the U.S.A. Although the subject in Russian there is no difficulty in following them in the well-known places they have selected, but for the assistance of those who require it there will be a summary of the "book" in English on the programme each night. Music, of course, speaks in a tongue that all can understand.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Laxlet, Flitzel, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central, (opposite to the Singer Sewing Machine Company—ADVT. [663]

BIG BARGAIN.

10% Discount for the following Kodaks:

No. 3 F. P. Kodak at \$40.00

No. 3a F. P. Kodak at \$50.00

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Average Rates for Single Rooms (without Bath) including meals
¥10-12 in cities and some popular resorts.
¥8-10 in country districts.

IN JAPAN PROPER

Chuzoji (Nikko) —	Kyoto —	Nagasaki —	Shizuoka —
Lakeview Hotel	Kyoto Hotel	Japan Hotel	Daitokuwan Hotel
Kamakura —	Miyako Hotel	Nara —	Tokyo —
Kashida Hotel	Matsumoto —	Nara Hotel	Imperial Hotel
Kanazawa —	Yokohama —	Nikko —	Tokyo Station Hotel
Mikawa Hotel	Yokohama —	Kanazawa Hotel	Tokai Hotel
Manpei Hotel	Miyajima Hotel	Nikko Hotel	Tokai Hotel
Kobe —	Miyajima Hotel	Osaka —	Yokohama —
Oriental Hotel	Fujiya Hotel	Osaka Hotel	Grand Hotel
Tor Hotel		Shimonoseki —	
		San-yo Hotel	

IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSEN

Keijo (Seoul) —	Changchun —
Chosen Hotel	Yamato Hotel
Fusan —	Dairen —
Fusan Station Hotel	Yamato Hotel
Shingai —	Hoshigawa —
Shingai Station Hotel	Yamato Hotel

IN MANCHURIA

Hotel (Mukden) —
Yamato Hotel
Ryokun (Port Arthur) —
Yamato Hotel

ST. JOHN'S CATHEDRAL.

MONDAY,

MAY 30th,

at 9.15 P.M.

ORGAN RECITAL

Vocalist:

Mrs. A. M. BOWES-SMITH.

[980]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ALIPORO"

Arrived Hongkong, on May 22nd, 1921.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From Port of Call at B.I.S.N. and B. & P.
S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO.,
Agents.
Hongkong, May 28th, 1921. [981]

VEREENIGDE NEDERLANDSCHE
Scheepvaart-Maatschappij
(UNITED NETHERLANDS NAVIGATION CO.)
HOLLAND-OOST AZIE LIJN
(HOLLAND-EST ASIA LINE)

NOTICE TO CONSIGNEES.

FROM HAMBURG, AMSTERDAM, LA ROCHELLE, PALICE, LISBON and GENOA.

THE Steamship "ALOHIBA"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th May, 1921, are to be left in the Godowns where they will be examined on the 28th May, 1921, at 10 A.M., by Messrs. GODDARD & DOUGLAS.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.
Bill of Lading will be countersigned by JAYA-CHINA-JAPAN L.L.N. General Agents.
Hongkong, May 21st, 1921. [983]

NOTICES TO CONSIGNEES

S.S. "YALOU"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON, ANTWERP, LAYRE and LA PALICE in connection with above Steamer are hereby informed that their goods, with the exception of Opium, Tins and Valuable are being landed and stored at their risks into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 25th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st May, or they will not be recognised.

All damaged packages will be examined by Messrs. GODDARD & DOUGLAS on SATURDAY, the 28th May, at 10 A.M.

No Fire Insurance has been effected.
R. RODENFUSSE,
Acting Agent.

Hongkong, May 22nd, 1921. [979]

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor vessel

"GLENOGLE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th May, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. GODDARD & DOUGLAS, on the 27th May, at 10 A.M.

Claims against the Steamer must be presented on the special form provided and must also be submitted within 80 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents.
Hongkong, May 20th, 1921. [987]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"NAMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 28th May, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers.
Hongkong, May 24th, 1921. [984]

SANITARY BOARD AND THE LADY'S STATISTICS.

MEDICAL OFFICER'S STATEMENT.

MORE FACTS ABOUT MOSQUITOES.

A meeting of the Sanitary Board was held yesterday, the Director of Public Works (the Hon. Mr. T. L. Perkins) presiding. There were also present Dr. V. M. Koch, Mr. C. G. Alabaster, Mr. S. W. To, Mr. Chou Shou-sen, the Medical Officer of Health (Dr. W. W. Pearson) and the Secretary (Mr. C. M. Reynolds).

Dr. Koch asked the following question, of which he had given notice:—

With reference to the following cablegram published by Reuters:—

"At a meeting of the National Council on Venereal Diseases, to which the Mission to the Far East presented its report, Mrs. Neville Rolf declared that she was never so ashamed of being an Englishwoman as she was in Hongkong, where the venereal disease death rate was eight hundred higher than the birth rate, despite British occupation for eighty years."

Will the Head of the Sanitary Department state for the information of the Board:—

(i.) Whether these figures were supplied from an official or other authorised source, or whether it is known how they were obtained?

(ii.) Whether the Infantile Mortality rate of the Colony has been calculated and if so what are the latest figures available?

(iii.) If such rate has not been calculated what are the difficulties which would tend to invalidate such calculation?

Dr. W. W. Pearson, Medical Officer of Health, gave the following replies:—

(i.) Vital Statistics in the Colony are officially the affair of the Medical Officer of Health. No information as to infant mortality was asked from me by Mrs. Neville Rolf and I do not know how she obtained her figures.

(ii.) No Infantile Mortality Rate has been calculated.

(iii.) The Infantile Mortality Rate in a given locality is the ratio of the deaths of infants under 1 year of age in that place during one year to the number of children born in that place during the same period.

In Hongkong we do not know:—

(1.) How many children are born here in any given year, nor.

(2.) How many children who die here are brought to the Colony in bad health and therefore cannot calculate a corrected Death Rate.

All deaths are registered in order that burial may take place, but it is not the custom of the majority of Chinese to register births. Birth Rates are calculated at so many births per thousand of the population per annum and are therefore not comparable with Infant Mortality Rates.

Such births as are registered here are chiefly those of males, e.g., of 400 births registered during the first quarter of 1921, only 50 are of females—25 per cent. while 1,500 births, attended by registered midwives during the first 4 months of this year, show a percentage of 85.7 females.

Dr. Koch said he did not want to make any lengthy comment but the lady mentioned in the cable seemed to have been speaking rather at random. He intended to send Dr. Pearson's answers to the medical papers in England.

The Chairman said it seemed a good thing that the question had been asked in view of the fact that the statement was apparently not based on inquiries from official sources and was apparently inaccurate.

HABITS OF MOSQUITOES.

With reference to the survey being made of possible breeding places of mosquitoes, Dr. Pearson said that, owing to the illness of the Senior Inspector, the report was not quite completed, but he was in a position to give the Board some information. On Crown Lands, actual breeding places had been found: e.g., in four nullahs; in tanks left by contractors (since removed); in swamps, particularly one in King's Park, Kowloon. A very large number of potential breeding places had been found on Crown Land in bamboo fences; in a few untrained nullahs; in numerous places where the surface channels on the upper levels, on the Peak, especially, drained over the hillside, allowing pools to form. On private land no fewer than 21 actual breeding places had been found in Hongkong, in spite of the heavy rains which, no doubt, had washed away many deposits of mosquito larvae. In Kowloon, Dr. Woodman reported that 60 per cent. of the private premises showed signs of mosquito breeding. Fortunately, none of the specimens were anopheles but culicines, the domestic type. Broadly speaking, domestic mosquitoes were all culicines, and anopheles were the sylvan or rural type.

It used to be thought that mosquitoes would not travel more than a quarter of a mile but it had been found, recently, by experiments in Netherlands India, that they would travel many miles in search of blood. In Java mosquitoes were caught as they came out of a pool, by means of nets, thousands were coloured artificially and released. They were recognised 7,000 metres distant from the place where they were caught. That must alter ideas held heretofore as to mosquito prevention. It was not sufficient to cut undergrowth near at hand, although it would be of some use since it would deprive mosquitoes of shelter from the sun by day. Without that protection they would die. He would like to remind the public of the mosquito's hibernating habits. Cold weather killed them, but some hibernated under favourable conditions and lived right through the winter.

Means were available to get rid of mosquitoes from houses. Pastilles could be supplied, composed of sulphur, saltpetre and charcoal, by means of which dark cupboards, cellars, and other dark places could be fumigated. These were available to any who wished for them and instructions were supplied with the pastilles.

The remainder of the business was formal.

HOW DISEASE IS SPREAD.

FAILURE TO NOTIFY SMALL POX.

CASE TAKEN TO HOSPITAL BY TRAM.

The reluctance of the poorer class of Chinese to report cases of infectious and contagious disease, which in the case of small-pox results in many avoidable deaths, was illustrated in the course of two prosecutions at the Magistracy, before Mr. R. E. Lindsell, yesterday.

Sanitary Inspector Brewer summoned the principal tenant of the second floor of a house in McGregor Street, Wanchai, for having failed to report a case of small-pox between May 12th and 18th. The Inspector said that he visited the house on the 17th to disinfect the premises, and questioned the defendant in the usual way, and was informed that the deceased had suffered from fever. He also learned that no doctor had been called in to attend the deceased. Further examination elicited the information that a rash appeared on the 12th.

The defendant admitted these statements to the Inspector, but said that he did not know that the deceased had suffered from small-pox.

Dr. H. E. Scott, medical officer in charge of Victoria Mortuary, said that he examined the dead body of a small-pox patient at the mortuary on May 18th. The man was covered with a small-pox rash, which was confluent all over the face. The rash must have been out some days, as it became confluent about the 8th or 9th day. He thought even an uninitiated person should recognise it.

The defendant said that the deceased was always covered up, and he could not see, therefore, if he had any rash or not. The Magistrate pointed out to Inspector Brewer that so far he had not legally proved his case, and the hearing was adjourned in order to get evidence to show that the body examined by Dr. Scott was the one removed from the house.

The father of a three years old child, who died of small-pox, was also summoned for failing to report the case. The defendant told the sanitary inspector that the child died of fever, and that no doctor attended it. Rash appeared on the child on the 10th, Inspector Brewer said the defendant told him that the child was removed to the Tung Wah Hospital in a tram car on the 10th. It died a couple of hours later.

Dr. G. H. Thomas, resident medical officer of the Tung Wah Hospital, said that at about 1.30 p.m. on May 18th he examined the child and found its body covered with rash.

The Magistrate: What was it suffering from?

Dr. Thomas: In my opinion, small pox. The Magistrate: Surely there can be no two opinions whether the case is one of small pox or not?

Dr. Thomas: I am giving my opinion.

Do you mean to say another doctor might give another opinion?—I think it very unlikely.

Was there a rash?—Yes, thickly, on the face and hands.

In your experience, do you think an ordinary Chinese would recognise that rash?—I think at the particular stage at which I saw it, practically everyone would recognise it.

How long previously would it be recognisable?—About three days. Dr. Thomas added that the child was moribund when it was brought in and died within two hours.

The Magistrate: Why did you not call in a doctor?

Defendant: I am a new comer. I did not know where to go to.

The Magistrate imposed a fine of \$25. The defendant made an appeal to be let off, but the Magistrate said "Your child was desperately ill, but you called no doctor, and allowed it to die."

MOTOR CAR CASES AT THE MAGISTRACY.

An incident at the Star Ferry Wharf in Connaught Road Central was mentioned before Mr. R. E. Lindsell, at the Magistracy, yesterday, when the Chinese driver of motor car 396 was summoned for reckless driving. Inspector Garrod said that two Europeans were standing under the lamp, in the centre of the road and the car knocked down one of them, a Portuguese clerk in the Chartered Bank.

The Inspector asked for an adjournment until next Tuesday, as this witness was understood to be away at Macao, and this was granted. The defendant asserted that the European said he was "all right" and was not much hurt.

Dr. Chow was fined \$5 for driving a motor car in Kennedy Road without a permit. Dr. Chow sent a message that he was called to an urgent case by some ladies who had come for him personally. This appeared to be an answer to the police suggestion that it was a "joy-ride" and not a professional visit. Inspector Garrod made the further suggestion that the car, when the ladies were in it, was proceeding away from No. 24 where the patient was, but, as Dr. Chow was not able to be in Court, that point was not cleared up. The Magistrate said the defendant had only to apply for a permanent permit to obtain one for professional purposes.

A CHINESE COLD CURE.

A Chinese made a quaint statement at the Magistracy, yesterday. It was alleged that he had five pigeons and was having them without a license. He denied the charge and said he bought the pigeons to boil them with Chinese medicine.

The Magistrate (Mr. Lindsell) said he would like to know the recipe. Would the pigeons be boiled whole?

The defendant replied affirmatively and said he had been cured of a cold before by similar means.

The Magistrate: Well, it is a good excuse, I will discharge you, though I don't know if it is true or not.

The Inspector in charge of the case was exceedingly sorrowful. "There is a previous conviction," he told the Magistrate. But it was too late; the defendant had gone.

THE JAPANESE ARMY.

INTERESTING INSTRUCTIONS TO AN EXPEDITIONARY FORCE.

There was a great deal of criticism last year by foreign missionaries of the operations of a Japanese force which was sent into the Chinese territory of Chientao, adjacent to Korea, which Korean insurgents had made base of their campaign against the Japanese administration in Korea. In a pamphlet we have just received embodying a number of articles in refutation of the criticisms we find the following translation of the written directions supplied to every member of the Expeditionary Force, numbering some 9,000 in all:—

DIRECTIONS TO SOLDIERS.

Some unenlightened Koreans in Chientao have already behaved themselves unwisely for a long time and have not infrequently gone the length of attempting to injure the prestige of the Empire. In consequence Japan approached China with a proposal for a joint expedition against those Koreans but to no result, though China, in refusing the overtures, promised to undertake the suppression of them by herself. These Koreans have since continued to act more and more violently until, in conspiracy with Chinese mounted bandits and Russian Bolsheviks, they recently attacked and burned the Japanese Consulate in Hunchun and massacred many Japanese residents. The outrage was, indeed, a replica of the late Nikolaevsk tragedy. It is thus no longer possible for Japan to rely on China alone for the protection of her subjects in the districts; so, urged the necessity of preserving peace and security in her domains and of saving her national prestige, Japan has been obliged to mobilize her army. The army in Chientao, however, must act quite differently from the way it would act in the country or territory of an enemy. It should always be mindful to respect the sovereignty of China and act most kindly and politely towards its people. As regards the Koreans, all law-abiding people must be treated with love and friendship, and regarded as new brothers. If the army act to the contrary, it will only serve to stimulate the antipathy of the inhabitants of the district and thus drive them into the camp of anti-Japanese agitators. The expeditionary force, to the very last private, is required to be thoroughly cognizant of its present duty, and every member of it should study carefully the instructions given below and put forth endeavours to vindicate the honour of the Japanese soldier by acting up to them to the very letter, unless his superior in rank should order otherwise.

THE ARMY HEADQUARTERS.

[ENCLOSURE.]

1.—The practising of that chivalry of a warrior peculiar to Japan will not fail to produce a very good effect on the feeling of Koreans and Chinese with regard to the Empire, and the effect will be far beyond that induced by the kindness of an ordinary local inhabitant. Such chivalry will incidentally contribute to the amelioration of national relationship. It will cause Korean malcontents to throw aside their independence dream and anti-Japanese Chinese to repent of their conduct.

2.—As the present expedition is a joint work with the Chinese army, mutual friendship should exist between Chinese and Japanese troops. Any act of insolence tending to injure the feelings of Chinese will not only be likely to end in a quarrel between the troops concerned but may even occasion an international difficulty as was often the case in the past. The greatest care must be taken against showing insolence, but, nevertheless, none should demean himself in such a way as to compromise the honour of the Imperial Army.

3.—When at Rome, do as Romans do is a well-known saying. So a stranger must respect the customs and morals of a country in which he finds himself. He who behaves himself contrary to the customs of the land in which he happens to be will make a very bad impression on its inhabitants. A trifle may prejudice the position of the Empire in the world. So it is imperative that troops take particular heed of the following points:—

(a) Don't enter the room of, or talk to, a woman unwarrantably.

(b) Don't disturb, even in part, in the presence of Koreans and Chinese.

(c) Don't enter a Korean or Chinese dwelling without permission of its inmates or peep into their rooms.

4.—A soldier should not make use of anything belonging to the people without permission. When, under unavoidable circumstances, he uses them with the permission of the owner, he must be careful in their use and return them as soon as his need of them is over.

5.—Don't take hay or fuel piled in the fields without the consent of the owner. The violation of this injunction is pillage itself, and nothing will bring a greater stain on the honour of the Imperial army than pillage.

6.—He who has little or no intention of purchasing must not loiter for long in a Chinese or Korean store, or waste the keeper's time in asking the price of articles. Nor should he insist on being allowed to buy an article at an unreasonably low price for such act is one of extortion. He must always pay a fair price for the articles bought by him.

7.—Never be carried away by sudden impulse. Japanese are generally quick tempered and not infrequently compromise themselves through this very shortcoming. He who is the soldier of a great Power ought to act most prudently.

8.—Beware of calling a Korean, Chinese, or other foreigner by slighting names or of acting in an insulting manner. For instance, never call a Korean *yabo*.

9.—In speaking to a Korean or Chinese man, the greatest care must taken to be polite in expression, especially if one has only an imperfect knowledge of the language he is using.

(Continued at foot of next column.)

GYNKHANA ENTRIES.

The following are the entries in the various events for the Gynkhana on June 4th:—

HALF MILE RACE FOR SONS.—Carpenter, Workshop, Miserrimus Doleful, Nightmare (Mendow Mouse), Glad Eye (East), Shooting Star, By Jingo, Frampton, Peradventure, King Harry, Givenchy.

CATS.—HANDICAP, Once Round.—Merry-sand, Bolechie, Birdshop, Charing Cross, Siamese Cat, Dandy Child, Forest Child, Coal King, Scampdale, Jawleyford, Tiddleywinks, Miserrimus Doleful, Quo Vadis, Stanley Child, Repulse Bay Chief, Ardelan, Spoilt Child, Savornake, Flywheel, Harlequin, Beggar King, Lightning, Shooting Star, Dunspot (Aspirin), September Morn, St. Anthony, By Jingo, Tweedledum, King Harry, Leighton, Neston, Mystic Dahlia, Redbird, Srome.

GYNKHANA STAKES.—Bolshevik, Pawnshop, Siamese Cat, Hutton, Scampdale, Jawleyford, Quo Vadis, Hongkong Chief, Repulse Bay Chief, Parran, Spynie, Harlequin, Beggar King, Speckled Mouse.

Polo.—Scoury.—Silva, Talisman, Jor-rocks, Chow, Punch, Ginger, After Dark, Wee Mouse, Miserrimus Doleful, Moonshine, Mouse, Consternation, Brown Paper, Fighting Tight, Redcoat, Notwithstanding.

FIVE FURLONGS RACE.—Merry-sand, Workshop, Pawnshop, Tuckshop, Charing Cross, Hutton, Mouldy, Coal King, Moorland King, Scampdale, Tiddleywinks, Miserrimus Doleful, Ardelan, By Jingo, Srome, Repulse Bay Chief, Stanley Child, Spoilt Child, Spynie, Harlequin, Beggar King, Tweedledum, Mystic Dahlia, Lightning, Shooting Star, Pantile, Louisa, Mountain Stream, Dunspot, Cranby, Redbird.

MILE HANDICAP.—Carpenter, Bolshevik, Tuckshop, Forest Child, Siamese Cat, Jawleyford, Tiddleywinks, Miserrimus Doleful, Quo Vadis, Spoilt Child, Hongkong Chief, Kandy Chief, The Ameer, Savornake, Flywheel, Harlequin, Beggar King, Lightning, St. Anthony, Leighton, Neston.

GERMAN TRADE IN SHANGHAI.

A CHINESE VIEW OF THE SITUATION.

ACTIVITY AMONG THE OLD FIRMS.

Further interesting information with reference to the activity of German merchants in Shanghai is given in an article in the *Sinua-pao*. According to this journal, the commercial treaty with Germany has not yet been drafted, but German merchants in Shanghai are very active and their former commercial standing is gradually being restored. Although the Allied nations have made a rule that all German exports must pay an export duty amounting to one-tenth of their value, the quantity of indigo, nails and other merchandise arriving in Shanghai is very large. Substantial quantities are arriving each week.

Most of the men who were formerly managers of German export firms have returned to Shanghai, among them the managers of Siemens and Melchers, while other well known companies are now represented. They are endeavouring to resume business, with the assistance of their old compradors. The Pootung wharf of Melchers & Co. is under the control of the Ministry of Communications and is at present leased by a Japanese firm. The lease expires in August or September next and a German representative of Messrs. Melchers, accompanied by a Chinese, has left for Peking in the hope of securing the lease from the Ministry of Communications, so as to be able to use the wharf for German vessels.

The Board of Directors of the Deutsche Asiatische Bank at Berlin has appointed a Chinese representative at Shanghai in connexion with the opening of a branch office, and temporary accommodation has been secured at No. 51, Kiangsu Road. The former compradore of the Bank is assisting in arrangements for the resumption of business, but this cannot be done until the commercial treaty has been signed. It is learned that the Wai-chin-pu will not sign the treaty until the question of reparations has been determined.—*N.C. Daily News*.

A CANTON UNIVERSITY.

TEMPORARY SITE SECURED.

Messrs. Wang Ching-wai and Wo Chit-foi, two prominent educationalists, and ex-Governor Hu Han-min, an able Chinese scholar, have been entrusted with the important task of founding a university to be called the University of Kwangtung. The establishment of the University is under the direction of the Provincial Educational Association. The temporary site of the proposed university will be situated at the Yuk Chi Kong near the East Gate until a suitable piece of ground has been selected for the permanent buildings of the University. Entrance examination for admission to the Preparatory Course will be held on July 1st at the former Language School.

General Li Fook-lum whose headquarters are at present located at the Language School, heartily approves the founding of this University and has volunteered to move his headquarters elsewhere so that the examination of students can be conducted on July 1st.—*Canton Times*.

10.—Always be on guard, while on duty in camp or in the street, against Korean, Chinese, or other foreign strangers; so as not to be caught napping, for there may be found among them military spies. Bolsheviks armed with bombs, or would-be assassins.

11.—Bravery alone is not enough in dealing with people (I general, but love too must be shown. Efforts should be put forth by each and every private to endear Koreans to him and inspire in them the conviction of how precious is the nationality of Japan and how happy are her subjects, so that they may voluntarily return to the bosom of the Empire."

LANE, CRAWFORD & CO.

Have a large selection of Boots & Shoes in Black—Brown—Patent Leathers, and White Canvas in all sizes for

INFANTS, BOYS, GIRLS, MAIDS & YOUTHS

and offer the entire stock for this week only

AT **25** ⁰/₁₀₀ REDUCTION

INFANTS' KID STRAP SHOES } Sizes 2 to 8 \$3.00 pair.
In Black, Brown & White.

WHITE CANVAS SHOES } All Sizes from \$2.50
with Neolin Soles.

BROWN LEATHER LACE SHOES } Sizes 5 to 8 \$4.50
A strong make for School wear
ALSO IN BLACK GLACE KID. " 9 to 12 \$6.00

BOYS' BLACK LEATHER BOOTS } Sizes 8 to 11 \$6.00
FOR BOYS OF 5 to 12 years. " 12 to 13 \$7.00

MAIDS' WHITE BUCK LACE BOOTS } Sizes 12 to 15 \$7.50
WITH PATENT GOLOSH.

LANE, CRAWFORD & CO.

THE TYPHOON SEASON

IS NOW APPROACHING.

Be forewarned—by having one of the latest improved BAROGRAPHS—and be forearmed.

LANE, CRAWFORD & CO.

HONGKONG.

NEW RECORDS

A2798 INDIA
BLUES
A2797 FIRST ROSE OF SUMMER
SOMEBODY'S HEART
A2840 I WANT A DADDY
YOUR ONE-IN-A-WHILE
A2841 BURMESE BELLES
RAINBOW OF MY DREAMS

ANDERSON'S

(THE RECORD SHOP)

Powell

TELEPHONE 3146.
COOL AND COMFORTABLE IS OUR SUMMER UNDERWEAR.

Our underwear has been very carefully selected and comprises some beautifully soft non-irritating garments; the special weaves are not only porous, and consequently cool, but absorbent.

AGENTS FOR THE "AERTEX" CELLULAR CO.

INTIMATIONS

NOTICE.

WE have this day admitted Mr. C. H. BASTO a Partner in our Firm.
LITTLE, ADAMS & WOOD.
Hongkong, May 20th, 1921. [988]

NOTICE.

NOTICE IS HEREBY GIVEN that we have this day appointed CHARLES E. RICHARDSON our Hongkong Agent. Mr. RICHARDSON will handle all matters pertaining to U.S. Shipping Bonds vessels operated by FRANK WATSON & COMPANY calling at Hongkong.

H. W. BURCHARD,
Local Manager.
Hongkong, May 23rd, 1921. [970]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 4373 for 12 old silver shares Nos. 1857/88 now converted into 60 Gold Shares in this Society standing in the name of Mr. WILLIAM ROBERTS BEACH (Deceased), late of READING, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead by the Society.

C. MONTAGUE EDE,
General Manager.
Hongkong, May 24th, 1921. [984]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 48th ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, MAY 27th, 1921, at 12 noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1920, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 14th to 27th May, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 26th, 1921. 903

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 52nd ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, MAY 27th, 1921, at 12 noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1920, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 14th May to 27th May, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 26th, 1921. 904

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 22nd ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, MAY 27th, 1921, at 12 noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1920, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 14th May to 27th May, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 26th, 1921. 905

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY, the 31st May, 1921, at 12 noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1921.

The TRANSFER BOOKS of the Company will be CLOSED from Wednesday, the 25th day of May, to Tuesday, the 31st day of May, 1921, both days inclusive.
PEAK TRAMWAYS COMPANY, LTD.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, May 26th, 1921. [965]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. JARDINE, MATTHEWS & CO., LTD., on WEDNESDAY, the 1st June, 1921, at 12 noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to April 30th, 1921.

The REGISTER of SHARES of the Company will be CLOSED from Wednesday, the 26th May, 1921, to Wednesday, the 1st June, 1921, both days inclusive.
By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, May 26th, 1921. [966]

INTIMATIONS

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG AND SHANGHAI BANKING CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of May, 1921, at Noon, for the purpose of considering and if thought fit of passing the following resolution:—

1. That the Directors of the HONGKONG AND SHANGHAI BANKING CORPORATION be and they are hereby requested and authorized by and on behalf of the shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from 20 millions of dollars to 50 millions of dollars.

2. That the Capital of the HONGKONG AND SHANGHAI BANKING CORPORATION be forthwith increased from \$15,000,000 to \$20,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of \$70 on the terms after mentioned. Shareholders on the Eastern Registers to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.

3. That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 28th day of May, 1921, Shareholders respectively be the registered holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4. That the payment of the sum of \$70 per share for each of the said New Shares be made as follows, viz.:—

1st instalment of \$25 on the 1st day of July, 1921.
2nd and final instalment of \$45 on the 1st day of October, 1921.

5. That the Directors issue to Shareholders holding shares less than or not a multiple of three a fractional certificate in respect of each share less than three or in excess of a multiple of three and allot one share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.

6. That after payment of the first instalment, and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to the other terms and conditions, to be approved by the Directors, to be registered as the owners of the shares respectively represented by such Scrip Certificates.

7. That interest at the rate of 8 per cent. per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up and from due dates for payment of same.

8. That interest at the rate of 8 per cent. per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

9. That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund. For The HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, April 28th, 1921. 887

SALE BY TENDER OF H.M.S. "CADMUS"

TENDERS are invited for the purchase of the above named Ship with Engines and Boilers and various auxiliary machinery on board.

Full particulars of the Ship, conditions of sale, and permits to view the ship may be obtained on application to the undersigned. Forms of Tender will be issued on application to the undersigned. A deposit of \$100 is required before a Tender can be issued. The vessel will be on view from the 22nd May to the 25th June, inclusive, between the hours of 10 A.M. and 4 P.M., and Tenders must reach the Commodore's Office not later than 12 Noon, on MONDAY, 27th June.

Length over all... 211 ft.
Length between Perpendiculars... 125 ft.
Breadth extreme... 33 ft. 6 in.
Depth in hold (Top of Keel to Upper Deck Beam at side)... 15 ft. 3 in.
Normal Displacement... 1070 Tons.
Propelling Machinery:—Vertical Inverted Triple expansion (Twin of 1,400 I.H.P.).
Cylinders:—High, Two of 11 ft.
Low, Two of 20 ft.
Intermediate, Two of 18 ft.
Stroke 20 in.

Boilers:—Nicklausen Water Tube, 4 No.
H. G. LOWE,
Manager.
Hongkong, May 18th, 1921. [971]

INTIMATIONS

MEDICAL OFFICER.

THE post of MEDICAL OFFICER in the port of Cheung, China, is shortly falling VACANT. Enquiries should be addressed to the SECRETARY, Bureau Municipal Council, Cheung.

[969]

STRAITS SETTLEMENTS LOAN, 1921.

ISSUE OF \$20,000,000 LOAN.

Bearing interest from the date of purchase at 7 per cent. per annum payable half-yearly on May 1st and November 1st.

REPAYABLE AT PAR ON MAY 1st, 1926.
FREE OF INCOME TAX AND OTHER DUTIES.

PRICE OF ISSUE—100 PER CENT.

Under the authority of the Straits Settlements Loan Ordinance, 1921, the Treasurer of the Straits Settlements is authorized to receive until further notice applications for Straits Settlements Loan 1921 as above.

Bonds will be issued at the option of the applicant either to Bearer or to Registered Holder.

Registered Bonds will be transferable and will be free of transfer duty under the Stamp Ordinance, 1907. Bearer Bonds will be transferable by delivery.

Holders of Bearer Bonds will be allowed to exchange them for Bonds to Registered Holder and Registered Holder will be allowed to exchange their Bonds for Bearer Bonds. Bonds, whether registered or bearer, may be exchanged for the equivalent in face value of Bonds of the same kind of higher or lower denomination.

A fee will be charged of 25 cents for each registered, and of ten cents for each bearer, Bond exchanged or applied for.

All Bonds and the interest thereon will be exempt from all duties other than estate duty and from all taxes, levied or hereafter to be levied in the Colony.

Bonds will be accepted at par in payment of Death Duties due to the Government of the Straits Settlements provided that it is established to the satisfaction of the Commissioner of Stamp that the Bonds have been in the possession of the deceased from the date of issue or for a period of six months previous to his death. Interest accrued on the Bonds to the date of such payment will be allowed.

The issue is an investment authorized by the Trustee Ordinance, 1914, and Trustees may invest therein, notwithstanding that the price may at the time of investment be above or below the redemption value of par.

The Principal and Interest of the Bonds are charged upon and payable out of the general revenues and assets of the Colony.

The Bonds will be issued in denomination of \$100, \$500, \$1,000, \$5,000, and \$10,000 and will bear interest at 7 per cent. payable half-yearly by bearer coupons attached to the Bonds, the first coupon on each Bond representing interest to the next half-yearly interest day from the date upon which payment for the Bond is made.

Applications for Bonds must be accompanied by payment of the full amount payable in respect of the Bonds applied for, and may be delivered to any branch in the Malay Peninsula of Chartered Bank of India, Australia and China, the Hongkong and Shanghai Banking Corporation, or the Mercantile Bank of India, Limited, on or after May 2nd, 1921.

Federated Malay States War Loan Bonds will be accepted at Par in payment of Subscription.

Application forms should not be sent direct to the Treasurer nor should cheques be made payable to him.

In all cases in which it is requested that the Bonds be forwarded by post, the Bonds will be despatched by Registered Post at the risk of the applicant, who must himself effect any insurance that may be desired.

In the first instance a provisional receipt, exchangeable in due course for the definite Bonds, will be issued in lieu of an application. Sale of Bonds over the counter will commence when the Bonds are available.

Applications should be made upon the printed Application Forms which may be obtained, together with further copies of this Prospectus, at any branch of the above-mentioned Bank or at any Treasury or Money Order Office in the Straits Settlements, or the Federated Malay States.

EDWY L. TALMA,
Acting Treasurer, S.S.

THE TREASURY,
Singapore, April 26th, 1921. 927

REPULSE BAY HOTEL.

THE Management beg to announce that the WEST WING EXTENSION and the NEW GARAGE will be completed during the month of June, 1921.

The Management having received numerous applications for monthly quotations from local residents who are not owners of private cars, have decided to allocate a limited number of rooms for this purpose, and now beg to announce the following particulars:—

Two (2) persons occupying one double room with private bath covering attendance, meals (which may be taken either at the Repulse Bay Hotel or at the Hongkong Hotel Main Dining Room) and transportation, i.e. one trip in and out each day during specified hours (excluding Sundays and Public Holidays) \$500 per month for two persons.

Four (4) persons occupying two double rooms with private bath, covering attendance, meals (which may be taken either at the Repulse Bay Hotel or at the Hongkong Hotel Main Dining Room) and transportation, i.e. one trip in and out each day during specified hours (excluding Sundays and Public Holidays) \$450 per month for two persons.

The difference in rates above quoted is explained as follows:—The rate of \$500 is for two persons in one car, and the second quotation of \$450 covers cases where four persons are prepared to share one car for transportation.

No extra charge to residents will be made in connection with the regular Tea and Dinner Dainties or Entertainments held at the Repulse Bay Hotel.

Monthly residents will also be entitled to the free use of the individual bathing tanks on the beach.

For further information apply in writing to the undersigned.

HONGKONG HOTEL CO., LTD.
J. H. TAGGART,
Manager.
Hongkong, May 1921. [965]

INTIMATION

AMERICAN CONFECTIONERY.

We have just received

a small consignment of

very High-Class American

Chocolates from the well-

known firm of Bunte

Brothers, Chicago.

A. S. WATSON & CO., LTD.

BIRTH.

LANG.—At Vladivostok, on May 21st, to Mr. and Mrs. L. V. LANG, a daughter. [987]

HONGKONG OFFICE: 10A, DES VOUX RD., O. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, May 26th, 1921.

HONGKONG SHIPPING.

The presence in the Harbour recently of several new great ships like the T.K.K. *Tai-po-mari*, now in port, and the Pacific Mail Co.'s steamer *Golden State* and the Admiral Line's *Wenatchee*, recently here on their maiden trips, and the knowledge that six other American ships of the same type as the two last named, as well as a sister ship of the larger *Empress* liners, are to make their appearance on the Pacific run during the present year, serve to impress the public very forcibly with the growing importance of our harbour. A diagram given in the Harbour Master's annual report shows that the foreign trade of the port, as represented by its shipping tonnage, has not yet got back to pre-war dimensions, but with all these large ships calling at the port this year, in spite of severe depression in trade, we shall probably see the figures for 1921 establishing a record, only, however, to be improved upon in future years.

At present, 1912 stands as the record year, when the tonnage entered at Hongkong representing the entire foreign trade in British and Foreign ships, junks and steam launches, reached the 12,600,000 tons mark. From that time till 1917 the line in the diagram shows a steady decline in the period of the Great War to the 10,000,000 tons mark, and from that point it steadily rises again until last year the tonnage recorded was 11,634,591. Of this figure British shipping represented 5,748,403 tons, and Foreign shipping 5,886,188, making a total of 10,556,799, thus leaving a little over a million tons as representing junks and steam launches engaged in Foreign trade.

When we contemplate the fact that Hongkong is one of two main entrepôts of a vast territory populated by over four hundred million people who are

just awakening to the country's possibilities of industrial and commercial development, who can measure the future greatness of our port? If we have regard to passenger traffic alone what great possibilities the future holds! The Chinese people have scarcely begun to travel yet. But twenty years ago the number of Japanese who travelled to Europe and America did not seriously count with the Shipping Companies. Now they represent a percentage of the travelling public which is by no means negligible, and it is a constantly increasing percentage. It is only twenty-five years ago that we saw the first Japanese steamer inaugurating a service to Europe that has grown to such large proportions. Japan, in that short period, has developed a magnificent mercantile fleet which is now operating in all the oceans of the world. China is still in its very infancy in this respect, but we cannot doubt that the time will come when the growing ambition for national prestige among the Chinese people will find expression in the same direction. But China, even without any considerable mercantile fleet of her own, is never likely to lack shipping facilities either for freight or passengers so long as the various foreign companies show the present eagerness to supply the needs.

Doubts already arise as to whether existing needs are not more than fully met. In these days of dull trade, and whether indeed it will be possible for the shipping companies to maintain on the Pacific run such large and luxurious vessels as are now competing for public favour in the Eastern ports. Time must be left to prove whether the optimism of the Shipping Companies is yet fully justified. We trust that it will be; but, whatever may be said of the state of the freight market at the present time, the volume of passenger traffic across the Pacific continues to be surprisingly large, notwithstanding the high level to which fares have risen since the war. Three great liners are leaving Hongkong within a week, and each of them, we understand, will sail out of Yokohama to cross the Pacific with its passenger accommodation practically fully occupied.

If it should turn out that there is not at present sufficient traffic to justify so considerable an addition to the shipping facilities which are to be afforded this year on the Pacific we can at all events be assured of the eagerness of the Shipping Companies to cater for the traffic when it appears to exist in sufficient volume to justify the enterprise. The time must come when the East will need as many ships as the West, and ships fully as large, for the passenger traffic which must develop in this part of the world. Such large ships as are now being put on the Pacific routes, not to mention probable developments on the Suez route, convince the community that the Government is showing no undue haste in procuring expert technical advice as to what is necessary or desirable to prepare the harbour of Hongkong for the demands which the inevitable development of the shipping business of the Far East must make upon it in the not very remote future.

The English mail, letters and newspapers, of April 21st and 28th, is expected on Monday, by the *Glengyle*.

The Hon. Mr. F. S. James, C.M.G., has returned from leave of absence and resumed the duties of his appointment as Colonial Secretary, Straits Settlements.

The total output of the Kailan Mining Administration's mines for the week ending May 7th, amounted to 86,741 tons, and the sales during the period to 79,311 tons.

A Chinese living at No. 89, Queen's Road West reports that his house was entered by burglars on Tuesday and 4,705 Hongkong silver dollars, in a safe, were removed.

Mr. H. Matheson, chief accountant of the Chartered Bank, is leaving for England on holiday this week, travelling via America. He departs to-morrow (Friday) by the Admiral Line steamer *Wenatchee*.

The Ministry of the Navy at Peking has published an emphatic denial of the rumour that the Kiangnan Dockyard has been mortgaged. There is absolutely no foundation for the rumour; the statement says.

Japan papers announce the death of the Atami Hotel, Atami, after a long illness, of Mr. J. B. Maxwell, for sixteen years a broker in Kobe, and previous to that time for sixteen years with Messrs. Cornes & Co., of Yokohama.

The gross revenue of the Harbour Office last year from Government moorings and buoys was \$75,448, about \$8,000 more than in the previous year. The total expenditure on the upkeep of these moorings and buoys was \$18,191.74.

It is mentioned in the Harbour Master's annual report that there are now some 45 fast and commodious privately-owned motor-boats plying in the harbour for the convenience of the public, and that they are "much appreciated by the Shipping generally."

Mr. H. C. Wilcox, Secretary of the China Association in London, has been given permission by H.M. the King to wear the insignia of the 5th Class of the Order of the Striped Tiger which has been conferred upon him by the President of China for services to the Chinese Labour Corps in France.

The plot of land between Nathan and Austin Roads, Kowloon, which, as we reported yesterday, has been acquired by Mr. Fred. Ellis's Estate Agency, will afford plots for the erection of a considerable number of villa residences. The frontage in Nathan Road will be excluded from this scheme, in view of the manifest importance this thoroughfare will have in the near future. The vendors of this extensive plot of land were the Missions Strangers. The site is that known as "Chater's Bungalow."

"Japan has achieved in Taiwan a brilliant colonial triumph," says Mr. Poultney Bigelow, the well-known American author, traveller and diplomat, after having toured Formosa systematically, investigating especially the Japanese methods of bringing peace and civilization to the aboriginal tribes of head-hunters. Mr. Bigelow claims to speak as an authority on his subject, having for half a century devoted his attention largely to colonial problems, his duties, official and otherwise, having taken him into the larger number of the colonial possessions of nearly all the great colonizing Powers.

THE HEAVY RAINS.
LANDSLIDES AND HOUSE DAMAGE.

The continuous rain has brought to light defects in many buildings and shoring operations are being widely carried out.

Just before six a.m. yesterday, the roof of No. 30b, Pottinger Street collapsed. The police were promptly on the scene, followed immediately afterwards by Fire Brigade and Sanitary Board coolies with ambulances and dead carts. From enquiries made amongst those who had miraculous escapes from death, it was learned that three people were still buried under the debris. Rescue work was immediately undertaken, and after some strenuous digging, all three inmates were brought out alive. Two suffered injuries which necessitated their removal to hospital, while the other was fortunate enough to escape with only a few bruises. He did not go to hospital. From enquiries made later in the day, it was learned that the condition of the two injured persons is not serious, and they will be fit for discharge from hospital in a few days' time.

A portion of the back wall of No. 53, Elgin Street, has fallen into Cairne Road. Fortunately, no one was injured. The collapse of the wall weakened the support of the roof, and the house was immediately vacated. Shoring work was promptly undertaken under instructions from the P.W.D. and the roof was made safe.

The road from Laihekok to Castle Peak, on the mainland, has been closed to traffic as the result of landslides.

COMPANY REPORT.
INDO-CHINA STEAM NAVIGATION CO., LTD.

We are informed by Messrs. Jardine, Matheson & Co., Ltd., General Managers of the above Company, that, after taking into account the payment of interim dividends made in October, 1920, and in February last, also the sum of 28,000 2s. 3d. brought forward from 1919, and after providing for depreciation and all contingencies (including transfer to special repairs and renewals reserve £50,000 and to equalization of dividend fund £20,000), there remains a balance in respect of the revenue account, for the year ending 31st December, 1920, of 213,080 6s. 4d.

It is proposed to pay the balance of dividend on preferred shares, namely 3s. per share, and a final dividend on deferred shares of £2.10s. per share, and to carry forward to next year's account the sum of £3,278 9s. 4d. Income-tax will be deducted from all dividend-warrants issued in London but not from those issued locally, which will be payable at Exchange 2s. 6d., the T.T. rate ruling on 31st inst.

The fortieth annual general meeting of the Company will be held at the offices of the General Managers at noon on Wednesday, June 16th.

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issues of fact without, Order 9.
jointly alleged in, 0.5 r.17
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prejudice, matter of, in, 0.5 r.22. See STRIKING OUT.
presumption of law, 0.5 r.20
prolix, costs of, 0.5 r.23
 not to be, 0.5 r.23
prolixity, with, 0.5 r.23
relation, alleging, 0.5 r.19
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relief claimed to be stated specifically in, 0.5 r.27
rules of, to be used in court, 0.5 r.1
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service of statement of claim, 0.5 r.29,30
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set-off, 0.5 r.48,49. See SET-OFF.
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specific denial in, when required, 0.5 r.8,12
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 form of, Schedule: Form No.22
 service of, 0.5 r.29,30
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 forms of, Schedule: Form Nos.23,28
 service of, 0.5 r.39
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 limitations, should state, 0.5 r.10
striking out, 0.5 r.22. See STRIKING OUT.
 where no ground of action or defence, 0.5 r.63

RIOTS IN EGYPT:

SERIOUS DEVELOPMENT IN CAIRO.

SILESIAN OUTLOOK:

FRENCH GOVERNMENT'S ORDER TO TROOPS

COLONEL HARVEY'S SPEECH:

FEELING IN UNITED STATES.

AMATEUR GOLF CHAMPIONSHIP.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

RIOTS IN EGYPT.

CAIRO TELEPHONES OUT.

CAIRO, May 25th. The telephones have been cut. There is great nervousness in Cairo. Shops are closed, and streets are patrolled by the police and military.

TOLL AT ALEXANDRIA.

ALEXANDRIA, May 25th. It is officially stated that 50 persons were killed and 210 wounded in the rioting.

NATIONAL ECONOMY.

GOVERNMENT EXPENDITURE REDUCED OVER £100,000,000.

LONDON, May 25th. An important step towards national economy has been taken by the Government, which has ordered the reduction of expenditure on Supply Services for the next financial year from £603,000,000 to £493,000,000.

A circular issued by the Treasury points out that ordinary revenue next year is not likely to exceed £250,000,000 and that at least £485,000,000 must be provided to meet Debt Charges, leaving £435,000,000 for Supply Services. All Government Departments have been instructed to scrutinise expenditure very closely.

The Treasury circular points out that the only alternatives to reduction in expenditure are fresh borrowing, which would mean renewed inflation and depression of the pound sterling, or increased taxation, which would certainly and seriously hamper the recovery of British industry and commerce and would be most vehemently opposed by the House of Commons and the country. The reduction in taxation and in the State's indebtedness, as rapidly as possible, is required in order to maintain and stimulate industry and commerce and secure full and regular employment. This could only be achieved by a continuous reduction in expenditure during the next few years.

COLONEL HARVEY'S SPEECH

OPINION IN UNITED STATES.

NEW YORK, May 25th. The Democrats and the pro-League of Nations Republicans are dissatisfied with Colonel Harvey's speech in London on May 19th.

Mr. Flood has introduced a resolution in the House of Representatives, asking whether the speech was officially sanctioned.

The Democrats especially object to Colonel Harvey's statement that the United States did not enter the war from altruistic motives.

PORTUGUESE CABINET.

NEW PRIME MINISTER.

LISBON, May 24th. A new Liberal Cabinet has been constituted by Senhor Queiroz, who is the Premier and Minister of the Colonies.

GLASGOW DOCK STRIKE.

LONDON, May 25th. The Glasgow dock strike has collapsed, a mass meeting of the men to-day deciding to resume work.

GOLF CHAMPIONSHIP.

ASTONISHING EPISODE.

LONDON, May 25th. There was an astonishing episode in the third round of the Amateur Golf Championship, when the United States champion Evans was beaten by his compatriot Fowles.

The veteran John Ball is going strong, and has won his match, 2/2. The American player, "Bobby" Jones, after narrowly escaping defeat in the second round owing to nervousness, beat the "international" Robert Harris, 6/3.

FOURTH ROUND.

LONDON, May 25th. In the fourth round, A. J. Graham (Liverpool) beat the American player "Bobby" Jones, 6/5. The Englishman Beddard beat Tolley, 7/1. John Ball beat the American player Douglas on the 19th hole.

EARLIER CABLES.

BRITISH SUCCESSES.

LONDON, May 24th. In the second round of the Amateur Golf Championship, Tolley beat the American Guildford by 2 up and 1 to play. Hodgson beat the American Outmet, by one hole.

FRENCH REPRESENTATION TO GREAT BRITAIN.

PARIS, May 24th.

On the request of the French Government, Viscount St. Austere, the Ambassador to London, went yesterday to the Foreign Office with the object of getting the collective intervention of the Allies at Berlin to invite the German Government to put a stop to sending volunteers to Upper Silesia. The Ambassador insisted on the necessity of close union between the members of the Inter-Allied Committee in order to re-establish peace, which, he said, would only be possible by the collective intervention of the Allies—Havas.

BRITISH REPRESENTATIONS TO GERMANY.

LONDON, May 24th.

With reference to the Paris reports that the British Government has failed to join the French Government's representation to Germany as regards Upper Silesia, it is authoritatively stated that the British Government has, from the outset, done everything to impress upon the German Government the serious consequences that would result from the incursions of German bands in the disturbed area. The British representations have been most successful, as, besides issuing stern proclamations, the German Government has now agreed in principle to raise the economic boycott and to permit the dispatch of money and food to the disturbed area.

POLES ILL-TREAT BRITISH OFFICERS.

The British Government has demanded an apology from the Polish insurgents for the ill-treatment of Major Powell, who was employed in the Inter-Allied Commission and was arrested by insurgents and treated with the greatest indignity, being compelled to travel fourth class with German prisoners, the insurgents even threatening to shoot him. Major Powell has been released.

THE REPARATION QUESTION.

GERMANY'S NEXT PAYMENT.

PARIS, May 24th.

The 150 millions next to be paid by Germany to the Reparations Committee are composed of 10 millions gold marks and 140 millions of foreign money that Germany shall exchange for dollars. Discussion concerning the following payments still continues with the Reparations Committee—Havas.

EMPIRE DAY CELEBRATIONS.

LONDON CHILDREN GREET DOMINION COMRADES.

LONDON, May 24th. A novel feature of the Empire Day celebrations was a series of lectures at a number of schools by telegraph officials on Imperial wireless communications, including the proposed wireless chain. A thousand City of London school children assembled at the Guildhall and sent a message of comradeship and goodwill to the school children of the Dominions.

FUTURE OF THE EMPIRE.

LONDON, May 24th.

The possibility of the British Empire eventually abolishing war was the theme of speeches at the dinner of the Colonial Institute to celebrate Empire Day. Sir Henry Wilson, President, declared that many peoples which had attempted to make empires had succeeded up to a point; the British Empire passed all points in 1914 by the unprecedented rush of loyal hearts and willing hands. Nevertheless, we had a still higher destiny. The aim of the Empire should be based on justice, mercy, and truth, so that we might rise to such a position as would enable us to say that there shall be no war.

Earl Meath warned people to eschew ignorance and selfishness. Nothing else could bring about the downfall of the Empire.

Sir Edgar Walton, High Commissioner for South Africa, doubted whether the forthcoming Premier's Conference would succeed in putting the bonds of Empire into a constitutional form. The peoples were already closely cemented; unity did not depend upon what was put down on paper.

MINERS' STRIKE.

A STATEMENT EXPECTED.

LONDON, May 24th.

In the House of Commons the expected statement by Mr. Lloyd George on the coal situation was not made. Mr. Chamberlain asked for a postponement of the question, and emphasised that the Government had never for a moment been out of touch with the matter and that the moment it saw a prospect of reaching a permanent settlement, it would bring the parties together. The question was postponed till Thursday, when a statement will be made.

NORWEGIAN TOWN "AD-PTS" BOUCHAVESNES.

PARIS, May 24th (delayed).

On Marshal Foch's proposal, and to mark its friendship towards France, the Norwegian town of Bergen has adopted as golden the devastated village of Bouchavesnes, where some of the hardest fights of the war took place—Havas.

SUPREME COUNCIL MEETING.

PARIS, May 24th (delayed).

Belgium, represented by M. Jaspar and M. Theunis, will participate in the Boulogne conference—Havas.

TRIAL OF WAR CRIMINALS.

LIVRIZ, May 24th.

Evidence of brutality at Horne Camp in war-time is accumulating against Heynen. The proceedings are marked by the impartiality of the President, who rebukes unsatisfactory testimony of Germans. Among the incidents related yesterday was the case of a Russian prisoner, who was seen on his knees, with hands stretched out, imploring Heynen's mercy.

LATEST CABLES.

FIRST TEST MATCH.

SELECTION OF ENGLISH TEAM.

LONDON, May 25th.

The English Cricket Test Team has been completed by the addition of Ernest Tyldesley and Jupp, with Strudwick as wicket-keeper and Makepeace (Lancashire) as twelfth man.

EARLIER CABLES.

AUSTRALIANS' BRILLIANT INNINGS.

LONDON, May 24th.

In sunny weather, before five thousand spectators, the M.C.C. were dismissed for 178. The wicket showed signs of wearing. Mailey took 4 wickets for 25. The Australians scored 271 for 7 wickets, thus winning by 3 wickets. Bardley scored a brilliant 100, including a six and 12 fours.

COUNTRY CHAMPIONSHIP.

LONDON, May 24th.

Yorkshire beat Gloucester by 238 runs. Lancashire beat Kent by ten wickets. Surrey beat Essex by 202 runs. Derby beat Nottingham by 23 runs. Leicester beat Sussex by three wickets.

DAVIS CUP.

GREAT BRITAIN DEFEATS SPAIN IN THE DOUBLES.

LONDON, May 24th.

In the Davis Cup, Lycett and Woodman beat Manuel Alonso and Conrado Gomar by 3-6, 6-2, 10-4, and 8-2. Great Britain has thus beaten Spain.

DERBY PROSPECTS.

PROBABLES AND JOCKEYS.

LONDON, May 24th.

The Derby probabilities are: Goldendale (F. Bullock), Pucka, Sahib (Winter), Craigencran (Brennan), Alan Brock (A. Balding), Eagle Hawk (F. Leach), Westward Ho (A. Smith), Highlander (Hulme), Bill Country (Griggs), Humourist (Belhouse), Polynestor (Shatwell), Polemarch (Jellies), Yellow Dwarf or Sunblaze (Carslake), Roman Fiddle (Wragg), Lemonora (Childs), Leighton (Beary), Gransley (V. Smyth), Syrian Prince or Blue Cloud (Strydom), Euphrosynus (J. Evans), Plato (Martini), Bohemian (O'Neill), Le Tractant (Garner), Franklin (—), Aliados (—).

Betting: 55-20 Alan Brock; 9-2 Craigencran; 5-1 Leighton; 100-15 Lemonora; 100-9 Humourist; 25-1 Highlander; 33-1 Bohemian; Goldendale, Pucka, Sahib; 50-1 Roman Fiddle.

OIL FUEL IN THE NAVY.

SPECIAL STATION FOR HONGKONG.

LONDON, May 24th.

In the House of Commons in the debate on the Navy Vote, Commander Rossell, Chief of the Admiralty, emphasised the superiority of oil fuel as compared with coal. He declared that the fleet would soon consist entirely of oil burning ships. It was proposed to establish the main Admiralty oil reserve in Great Britain, with installations around the coast. Special stations were being planned for the Cape of Good Hope, the Falklands, Gibraltar, Hongkong, Port Said and other places.

INCREASE IN POSTAL RATES.

NOT ON NEWSPAPERS SENT ABROAD.

LONDON, May 24th.

When the House of Commons resumed after Whit Sunday, Mr. Kellaway the Postmaster-General, at question time, announced that, in order to meet the Post Office deficit for the current year, certain postal rates would be increased from June 1st, including postcards, from 1d. to 1½d. and foreign letters, from 2½d. to 3d. There will be no increase in the postage on newspapers sent abroad, but there will be an increase in the postage on other printed matter.

ANGLO-PERSIAN AGREEMENT.

LONDON, May 24th.

Mr. Harmsworth, questioned in the House of Commons, declared that the Anglo-Persian agreement was regarded as having definitely lapsed.

SIR EDWARD CARSON.

LONDON, May 25th.

The appointment of Sir Edward Carson as a Lord of Appeal is officially announced.

OBITUARY.

LONDON, May 25th.

The death is announced of M. Combes, the French Premier in the time of the Dreyfus case.

The death is announced of Mr. A. C. Carter, Superintendent of Siamese students in England.

THE YAP DISPUTE.

NEW YORK, May 25th.

The State Department has received a communication from the Japanese Government in regard to the Yap mandate. The text has not been published, but officials intimate that the tenor of the Note is satisfactory. No definite proposal is made as to the basis of settlement, but it is understood that a direct conference between America and Japan is suggested, instead of a discussion by the United States and the Allies collectively.

FAIR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

CHINESE STUDENTS' PROTEST.

THREATENED BOYCOTT OF BRITISH GOODS.

SHANGHAI, May 25th.

The Chinese National Students' Federation has telegraphed to the Premier, Mr. Lloyd George, the Foreign Minister, Parliament, The Times, and other newspapers protesting against the renewal of the Anglo-Japanese Alliance and threatening to adopt the same attitude towards Britain as towards Japan, namely a boycott, etc.

STRAITS MEAT RING.

SINGAPORE, May 25th.

The Government has taken steps to import meat from Australia in order to break the local meat ring which has forced up prices in recent years.

ANGLO-JAPANESE ALLIANCE PROBLEM.

LONDON, May 25th.

The Morning Post, in a leader dealing with the question of the renewal of the Anglo-Japanese Alliance, says that the proposal of Mr. Hughes appears to be the only right solution of the problem, and points out that relations between China and Japan must be considered together with the relations of Japan to the western Powers. If these are amicably settled upon a durable foundation, the peace of the Pacific would be secured. The journal suggests a conference of representatives of the British Empire, the United States, France, China and Japan, and hopes that all parties will accept the principle of the "open door" and of the strict maintenance of the integrity of China.

INTERPORT CRICKET AT SHANGHAI.

HONGKONG ALL OUT IN 21 HOURS.

ONLY TWO DOUBLE-FIGURE SCORES.

From all accounts, a feature of the first day's game, in the interport cricket match, at Shanghai, was the brilliant fielding of Hongkong, Rumjahn, particularly, excelling himself. Hongkong was palpably weak in bowling, as Shanghai's high scoring—300 for 10 wickets—clearly indicates. It was, however, a batsman's wicket.

Not so, apparently, yesterday, as Hongkong could only collect 79 runs. There had been a steady drizzle during the night, and, in spite of a strong wind, yesterday, which promised to improve the batsmen's prospects, the condition of the ground favoured the bowler.

Captain Barrett, with his overnight score of 130, and Leach, with 10, resumed their innings. Captain Barrett had only added 5 more to his score when he was missed at cover by Sayer, off Reid. Leach was also given a new lease of life when he was missed in slips. Captain Barrett compiled 30 more runs before he was caught by Sayer, off Reid. Leach was caught by de Rome when his score stood at 24. At 12.30 p.m. Shanghai showed a score of 373 for 9 wickets. At lunch time Shanghai was all out for 381. Towards the end, Hongkong seemed to have improved in bowling. The details, however, show that it was in fielding that Hongkong did well; only two Shanghai players were bowled out, Ollerdeson, who had split his finger, by Webster, and O'Hara by Davies. Fine players succumbed to "catches," two were given "log before wicket" and one was "run out."

Hongkong went in after the luncheon interval, G. R. Sayer, the captain, and E. J. de Rome opening the innings. Shanghai had as effective bowlers as it had batsmen. Only two Hongkong players registered double figures; Sayer, 14 and Lieut. J. B. Franks, 25. Four—J. de Rome, F. H. Farthing, Captain O. O. Olliver and E. B. Reid—were dismissed without having contributed a single run.

O'Hara, for Shanghai, had the very creditable record of having accounted for 7 wickets for 23 runs, almost 3 runs a wicket. He also caught Major Bagball.

The following are the detailed scores, including Shanghai's overnight total:—

SHANGHAI	
1st Innings.	
E. A. Barrett, c Sayer, b Reid 185.	
S. J. Deeks, l.b.w., b Reid 11.	
H. B. Ollerdeson, c Webster 24.	
J. A. Quayle, c Bagnall, b Reid 23.	
Muriel, l.b.w., b Sayer 23.	
D. W. Leach, c de Rome, b Reid 24.	
Wainwright, run out 2.	
W. M. Hanson, c Reid, b Davies 1.	
W. E. O'Hara, b Davies 1.	
H. W. Allison, c Stapleton, b Davies 10.	
Bhoora, not out 15.	
Extras 15.	
Total 391.	

Bowling Analysis.	
Capt. P. H. Davies, 3 wickets for 150 runs.	
E. B. Reid 11 " 81 "	
E. A. Webster 1 " 50 "	
G. R. Sayer 10 " 30 "	
F. H. Farthing 0 " 40 "	
Extras 15.	

HONGKONG	
1st Innings.	
G. R. Sayer, c Muriel, b O'Hara 14.	
F. J. de Rome, b O'Hara 25.	
Lieut. J. B. Franks, run out 25.	
Capt. O. O. Olliver, b O'Hara 0.	
A. A. Rumjahn, b O'Hara 5.	
H. E. A. Webster, b O'Hara 3.	
C. J. Stapleton, b O'Hara 4.	
Major H. G. Bagnall, c O'Hara, b Allison 0.	
E. J. de Rome, b O'Hara 0.	
E. B. Reid, l.b.w., b Allison 0.	
Capt. P. H. Davies, not out 8.	
Extras 14.	
Total 79.	

YANGTZE INSURANCE ASSOCIATION.

ANNUAL GENERAL MEETING.

The 31st ordinary general meeting of the Yangtze Insurance Association, Ltd., was held at Shanghai, on May 18th, Mr. John Prentice presiding.

After paying a warm tribute to the work of the late Mr. W. S. Jackson, who served nearly 40 years in China in the service of the Association, and was its chief officer for 30 years, the Chairman said the Directors had appointed Mr. C. M. G. Burnie to succeed the late Mr. Jackson. His statement proceeded:— Working Account 1920 and Former Years: This account shows a balance at credit of \$1,009,884.45, and if you pass the resolution to be proposed later on with regard to the payment of a dividend of 20 per cent, and the donation of \$1,000 each to the Sailors' War Orphans' Fund and to the King's Fund for disabled, there will be a balance of \$1,866,448.07 to carry forward. Second year settlements on 1919 account were heavy and we feel unable to recommend any allocation to reserve out of this account. The donations to the two deserving charities mentioned above require no commendation from me and I have no doubt you will sanction these payments. Working Account 1920: Our net premium income, \$4,308,428.01, shows an increase of \$1,384,833.21 over that of last year. Interest account, at \$504,983.38 shows an increase of \$187,355.81. Fire reserve \$180,748.13, being the amount brought forward from 1919, to care for unexpired risks, is higher by \$38,659.24 than the corresponding amount carried from the 1918 into the 1919 working account.

Appreciation of exchange after deducting depreciation in the value of investments shows an accretion of \$734,031.31, whereas last year we had to write off \$370,433.04 to cover loss in exchange and the depreciation in the value of investments. Turning to the other side of the working account, net claims paid stand at \$1,623,125.39 against \$963,012.00 last year. Commission and charges are \$604,485.50 against last year's figure of \$416,189.30. The balance of working account, to be carried forward is \$3,580,332.16 as compared with the previous year's balance of \$1,718,821.75.

SATISFACTORY INCREASE IN BUSINESS. These figures indicate a satisfactory increase in our business, but in comparing the working account for 1920 and 1919 it must be remembered that the fall in sterling exchange has been a very considerable factor in this increase. The directors have decided not to recommend the payment of a dividend on 1920 account at present, but, as we have last year, they will declare an interim dividend in the autumn if they consider that the estimated result of 1920 working justified such a payment.

Exchange: The report points out that as regards this Association's gold investments the rates at which these have been converted into taels are the same as those adopted last year, viz., 6/3 and 1/3 for sterling and gold dollars respectively. If, following our usual practice, we had converted these investments at the rates of exchange current on December 31st, 1920, viz., 4/1 and 7/2, there would have been a considerable augmentation in our dollar figures. We considered it more prudent to maintain the rates adopted last year until such time as exchange becomes more stable.

Gold figures in the working accounts, and liquid gold assets have, as usual, been converted at the current rates of exchange for telegraphic transfer on December 31st, 1920, viz., 4/1 and 7/2 for sterling and gold dollars respectively.

Capital: Since our last annual meeting the authorized capital of the Association has been increased to \$2,000,000, divided into 200,000 shares of \$10 each. The issued capital remains at the previous figure of \$1,200,000 representing 120,000 fully paid up shares of \$10 each in place of 12,000 fully paid up shares of \$100 each. You will be interested to learn that the subdivision of capital, by making the shares accessible to a wider circle of investors, has already resulted in a satisfactory increase in the numbers of our shareholders.

Reserve Funds: The reserve fund remains unchanged, and stands at \$1,000,000. The reinsurance reserve fund, being reduced to \$770,000 by the withdrawal of \$480,000 for the purpose of increasing our capital, was restored last year to its former figure of \$1,250,000 by the transfer of \$233,750.80 from working account 1918 and former years and of \$116,250.20 from building reserve fund. The last named reserve fund disappears from our balance sheet.

Turning to the assets side of our balance sheet, our investments in sterling and other gold securities are set out in detail. A list of our other investments in stocks, debentures, shares, etc., is on the table for the inspection of any shareholder desiring to see it.

Far Eastern Insurance Company, Ltd.: You have been notified by circular letter of a proposal on the part of the Yangtze Insurance Association, Ltd., to acquire the Far Eastern Insurance Company, Ltd., by offering the shareholders of that company shares of the Yangtze Insurance Association, Ltd., plus a cash payment in exchange for their shares in the Far Eastern Co. To enable this scheme to be carried out, your authority is required for the issue of part of our unissued capital, and I will propose a resolution to this effect later on during the meeting. The formal resolutions were adopted, and at a later meeting the following resolution, proposed by the Chairman and seconded by Mr. Arnold, was carried:—

"That the Directors be and they are hereby authorized to issue out of the authorized unissued capital of the Association fully paid shares of the nominal value of \$10 each to a number not exceeding 35,000 shares for the purpose of acquiring the same to shareholders in the Far Eastern Insurance Company, Ltd., in exchange for a like number of shares in that company in the ratio of one share in the Association for one share in the company and also to make payment to such shareholders of the sum of \$1.5 in cash for each one share in the company held by such shareholders."

Coming!
Coming!!
Coming!!!

THEATRE ROYAL

Coming!
Coming!!
Coming!!!

THE FAMOUS

RUSSIAN LIGHT OPERA & OPERETTA CO.

consisting of

50 Eminent Russian Artists 50

Misses

Gloria
Charsaja
Tumakova
Rootkovskaja
Malinovskaja
Lanskaja
Balinskaja
Gorskaja
Silvia
and others
Beautiful and
Charming
Chorus Girls.

A REAL TREAT FOR HONGKONG THEATRE-GOERS
Vervyspecial! Rare! Latest dresses! Attractive scenic effects!

<p>In "The Merry Widow" "Hadji Murat" "The King of Violinists" or "Gipsy Premier" "The Dollar Princess" "La Mascotte" "Gipsy Love"</p>	<p>In "The Vestal of the Fire-God" "The Count of Luxemburg" "Silvia" "The Mysteries of a Harem" "The Geisha" and Many other Features.</p>
--	---

Messrs.

Daroff
Elinoff
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Valin
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THE BEST BALLET EVER SEEN IN HONGKONG.

Management: DAROFF & SUTERN. Stage Manager: V. DAROFF. Ballet-Master: L. CHERPNINO. Orchestra leader: CHERKASOFF. Orchestral Conductor: A. OLSHANETZKY. Business Manager: M. PODOL.

The opening date will be announced: Booking will be opened soon.

MISSIONARY HOSTAGE HELD BY BANDITS.

EXTRAORDINARY STORY FROM MR. STEVENS, THE SHENSI CAPTIVE.

SCAPEGOAT FOR TUCHUN.

On May 6th, the Rev. C. H. Stevens, of the C.I.M. at Fengxiangfu, Shensi, was captured by brigands. The following letter from Mr. Stevens himself to the N.C. Daily News gives an amazing account of why he was taken and the circumstances in which he is held:—

Sir,—Apropos of the recent articles and comments appearing in your paper on the question of "extrajudicial" [extrajudicial] my present personal experience may furnish a little solid food for reflection to those who agitate for the abolishing of the "extrajudicial" privilege.

For some time past troops from various quarters have been concentrating on this place with an idea of putting an end to the notorious Kuo-chien. Now they are within rifle shot of the city.

A few days ago, early one morning, a soldier came to the Mission House saying that his superior officer wished to see me. Just at that moment my wife and myself were busy seeing to some refugees children change into summer garments that my wife had been hard at work making. I excused myself from accompanying the man just then, and invited his officer to call on me.

Thereupon several more armed soldiers came in and tried to force me to go with them. On my demanding to know the reason, they said it was desired to get me to negotiate peace. This turned out an absolute lie.

THE OFFICER'S THREAT.

On my going with them to see their officer he told me quite bluntly that Chen Shu-fan had taken his old father, an ordinary civilian, from his home, also the brother of another officer, also a civilian, and had threatened their lives and that if that happened my life would pay for it, then he should turn "tufei," and not care what happened.

I was allowed to return to the Mission House and write letters to the Rev. A. G. Shorrocks, B.A., Singan, into whose charge it was suggested the men were to be handed; also a letter in Chinese to the officer in charge of the Governor's troops. This completed, I was again sent for to the officer's quarters, and my wife accompanied me. My wife, far from strong, went off at once with only the clothes she had on, not even returning home, and accompanied by two faithful Chinese Christians walked several miles to the camp of Governor Chen's commanding officer, risking their lives to cross the lines. The officer received them apparently kindly, though I have not seen my wife since, and late at night one of the men returned with a letter from the commander saying we must appeal to the Governor. Then my wife and the other escort evidently went towards Singan without extra clothes or any bedding. I have not been allowed to return to the Mission House to fetch anything, though I asked to be allowed to return for an hour to select a few things.

TO SPITE THE GOVERNOR.

Our own servants are allowed to bring me food and Christian helpers and friends are allowed to come and see me, though I have no privacy. A Christian helper who has been with us many years has stood by me and sleeps in the same room, where also sleep usually two soldiers armed. Apparently in case I should attempt to escape, although I have given my word as a Christian and an Englishman that I shall not run away. It is only right to add that the soldiers treat me quite decently and particularly those I have previously helped medically.

Not the least, accusation has been brought against me and when remonstrated with they tell me plainly that this is the only way of their being able to spite the Governor and their one idea is to get him into trouble. Civilians, who know the record of our 25 years of service here, recognize this as a most outrageous procedure and scorn those responsible for it.

A FURTHER DESIGN.

After my wife had left, the officer responsible for my detention changed his word and demanded that Mr. Shorrocks should have the two men escorted to their homes and that when letters in their own handwriting were received here he would set me at liberty to return to the Mission House but will not guarantee to escort me safely out of the city. This it can be plainly seen does not at all amount to an exchange of hostages, but simply leaves me as a tool to be used on some other pretext against the Governor. This from what I learn is just what is intended, as the information is conveyed to me in a round-about way that my freedom to leave the city depends on the Governor ceasing hostility. Thus my life now hangs in the balance even in spite of the fact that my brave wife had accomplished an excessively quick journey to U-kong (170 li) and telephoned to the Governor and obtained his consent to spare the two men. This information has arrived here but I am still detained in close custody.

Would those agitators for the abolition of the "extrajudicial" privilege kindly hurry up here and exchange place with me and then see what they will pay. Only foreigners accepted, not even English-speaking Chinese returned students with frock coat and leather handbag will be accepted, so neither can their fulminations against the inclusion of an "extrajudicial" article in any treaty count for anything.—I am, etc., C. H. STEVENS.

P.S.—I may note that my passport is imprisoned with me.

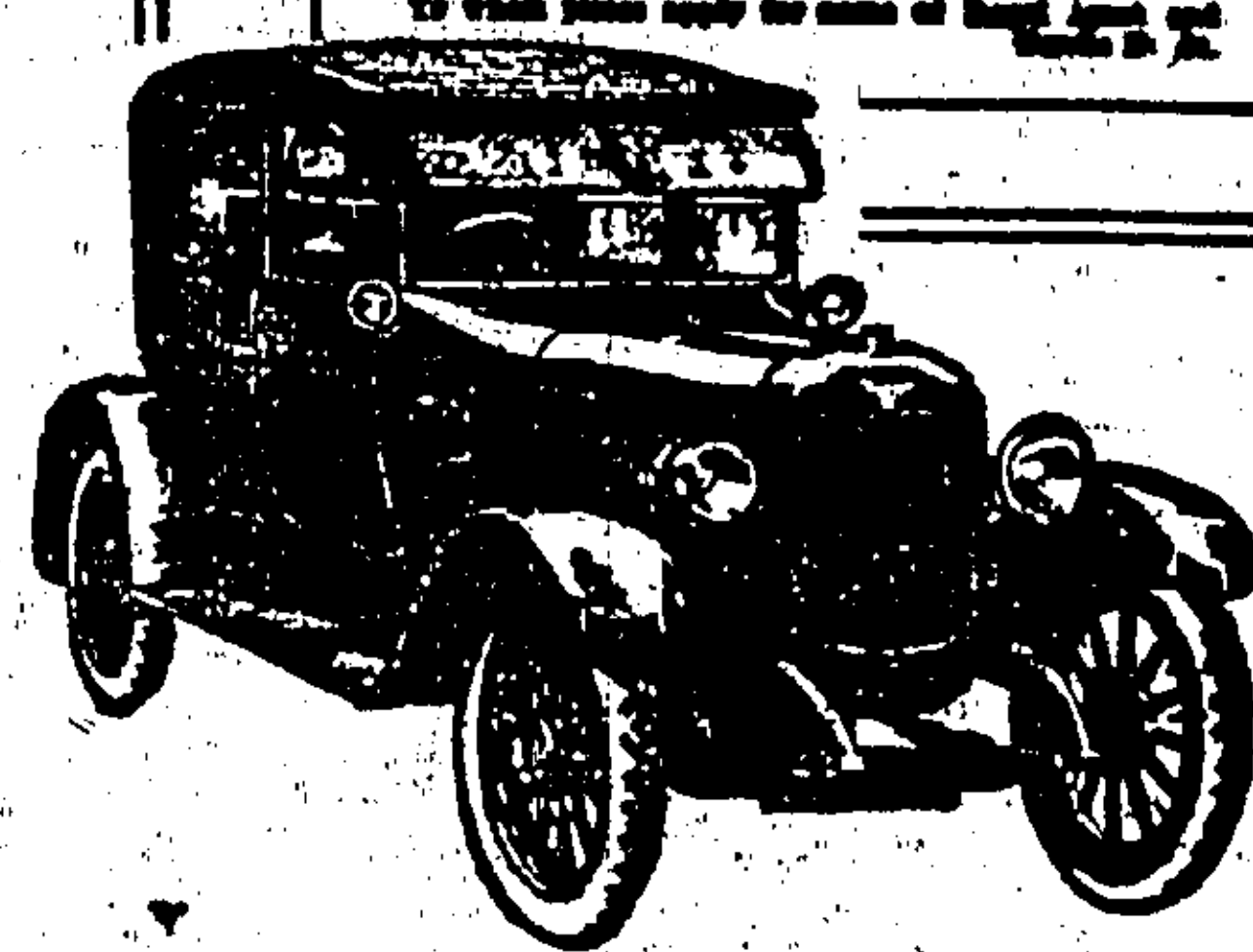
The Highlands and Lowlands Para Rubber Co., Ltd., declares no dividend, but shows a balance of £200,416, and carries forward £240,416.

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Built at the largest automobile works in the Empire and of world-wide fame for the remarkable successes it has attained in trials and tests, the Austin Twenty demands the instant attention of overseas motorists. In the Austin Twenty you have a super-car at a moderate price. It is a thoroughly tested car, built upon proven principles, and particularly suitable for overseas conditions. Get in touch with local distributors.

MAINTENANCE AND SERVICE DEPT.



THE AUSTIN MOTOR Co., Ltd., Northfield, Birmingham, England

SANITARY WASHABLE HALL'S DISTEMPER THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

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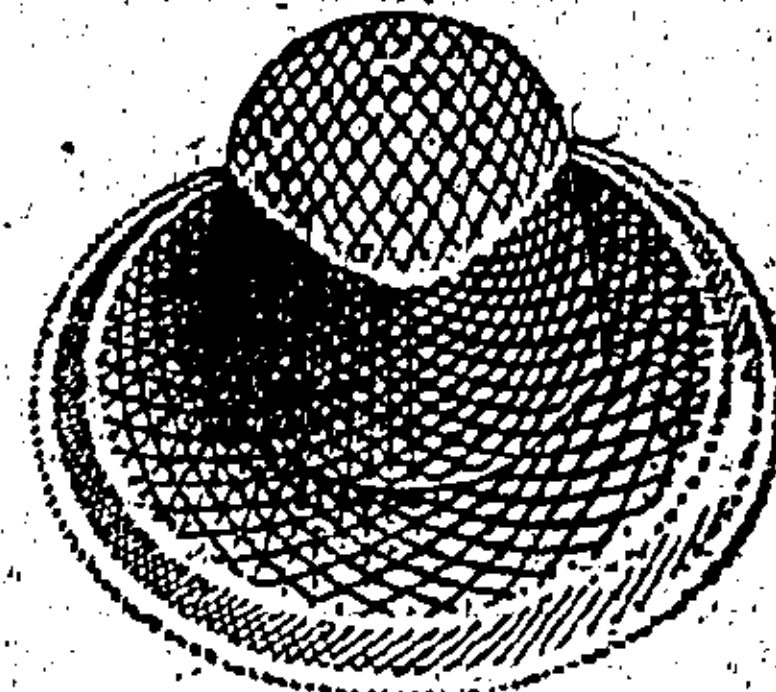
HEMP HATS for LADIES

in different shapes and assorted colours

Inspection cordially invited,

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the quality rare. You
can only get it in the
very best places

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THE exquisite quality and scarcity of Haig & Haig Five Stars Scots Whisky cause it to be sought after by all discerning users of stimulants. There is none finer than the famous "Five Stars" Brand. It is the choice of most men in the best clubs and homes.

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It will cost you a little more, but it is well worth that little more.

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Haig & Haig Five Stars
Scots Whisky

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LLOYD TRIESTINO.TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS."Fiume" having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.**FOR BRINDISI, VENICE & TRIESTE**
via SINGAPORE, PENANG & COLOMBO.

S.S. "INNSBRUCK" ... sailing on or about 13th June.

FOR SHANGHAI

S.S. "INNSBRUCK" ... sailing on or about 31st May.

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Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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**SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung,
Shanghai & Japan ports.**Cargo to/Overland Points U.S. in connection with Great Northern Northern Pacific
and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila & Keelung) Tuesday, 31st May, at 11 a.m.

KATORI MARU ... Friday, 17th June, at 11 a.m.

KASHIMAJI MARU (omitting Manila) ... Tuesday, 14th July, at 11 a.m.

SUWA MARU ... Friday, 29th July, at 11 a.m.

**LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said and Marseilles.**

ITO MARU ... Friday, 27th May, at 11 a.m.

ATSUTA MARU ... Friday, 10th June, at 11 a.m.

SHIZUOKA MARU ... Friday, 24th June, at 11 a.m.

KAGA MARU ... Friday, 8th July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
LIMA MARU ... Middle of June.**LIVERPOOL & MARSEILLES via Suez.****MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday,
Island, Townsville & Brisbane.**

TANGO MARU ... Tuesday, 31st June, at 11 a.m.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

AKI MARU ... Tuesday, 16th Aug., at 11 a.m.

NEW YORK via PANAMA.

TOBA MARU ... Middle of June.

TOYAMA MARU ... End of June.

SOUTH AMERICAN PORTS via OABE.

AWA MARU ... Saturday, 18th June.

BOMBAY & COLOMBO via Singapore.

TATSUNO MARU ... Friday, 10th June.

CALCUTTA & BANGKOK via Singapore & Penang.

NAGATO MARU ... Friday, 27th May.

MALACCA MARU ... Monday, 6th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MURORAN MARU ... Friday, 27th May.

KAGA MARU ... Friday, 27th May, at 11 a.m.

TOMURA MARU ... Sunday, 29th May.

TOTOMI MARU ... Thursday, 2nd June.

For further information apply to—**NIPPON YUSEN KAISHA**
Telephone Nos. 226 & 227.**YAMASHITA KISEN KAISHA**
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Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "HOZUI MARU" ... on or about 7th June.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 7th June.

For further particulars, please apply to—

M. KOBAYASHI,
Agent.Branch Office,
No. 37, Bonham Street, West,
Tel. No. 155.Top Floor, King's Building,
Tel. No. 140.**MEN BEHIND THE COAL
CRISIS.**POWERS THAT COUNT IN THE
PROBLEM.[BY H. R. S. PHILLIPS, "DAILY EXPRESS"
LABOUR CORRESPONDENT.]Mr. Robert Smillie is sitting in his
little cottage home in Lanarkshire, un-
well and silent, an inactive spectator of
the only big coal fight in which he has
not been a participant for many years.
Wondering if he is witnessing the ship-
wreck of the great organisation which
he, more than any other man, built up.Mr. William Bruce no longer brings
the wise and moderating influence
his sage counsel to bear in the cogita-
tions of the Miners' Federation execu-
tive. Instead of helping to prevent a
crisis, as he used to do, he is busy in a
Government office trying to find a cure.Mr. George Barker has left Russell-
square for St. Stephen's. It is a moot
point whether his temperamental extren-
ism is calculated to do more harm inside
or outside the directing body of the
Miners' Federation.Mr. Vernon Hartshorn, a man who
knows more about the financial, econo-
mic and technical intricacies of the coal
industry than many of the other miners'
leaders put together, is no longer one
of the creators of the miners' workers' policies.The new Miners' Federation executive
is very different from the old. Who are
the dominating figures? There are four,
and it would be difficult to discover four
men with personalities and characteris-
tics so widely divergent.Mr. Frank Hodges, a Red revolutionary,
a young man of extreme brilliance, but
a tendency for exceeding the speed limit
which older and more practical men have
found it more safe and expedient to
observe. He knows precisely where he
wants to go, but sometimes it seems that
he does not quite realise that the longest
way round is often the quickest way
of getting there. He has a keen, swift,
impetuous brain—too keen, too swift, and
too impatient to take account of many
of the matters of fact little things that
go to make up difficulty. Two or three
years ago it was said of him that, during
what was then thought to be the in-
evitable industrial struggle he was
destined to play an increasingly im-
portant rôle, and that the height to
which he would climb would depend
largely on the issue of two fights—the
internal battle between the young, force-
ful socialist and the older, more
orderly Labour leader, and the external
struggle between the two warring sec-
tions. Both of those fights are now being
waged. The result will be as important
to the future of Frank Hodges as it will
be to the future of the Miners' Federa-
tion.Mr. Herbert Smith.—In this burly,
cloth-capped, gruff-spoken, blunt,
and severely practical leader of the York-
shire miners, and now titular leader of
the federation, one finds the extreme
opposite of Mr. Hodges. "Our 'Erb'"
is a workhouse boy who became a miner
and still remains one. He has no polish,
no graces, and would not have them if
he could. But he has great personality,
will power, obstinacy, and pluck. He
talks to a Cabinet Minister as he would
talk to a mate in the pit. And—like
Mr. Hodges in this respect—he always
knows what he is talking about. He is
not troubled with theories, with experi-
ments. His arguments are the hard
facts of his industry and the lives in
that industry. His policies are practi-
calities. He knows when to fight and how
to fight to the bitter end. He knows
also when not to fight. Some of his
fellows do not know that. He is fighting
now out of loyalty to them.Mr. James Robson.—"We must realise
that by pushing industry near to bank-
ruptcy by a strike the great mass of the
people may be carried over the precipice,"
Mr. Robson said that six months
ago. Would he say it again to-day? I
am inclined to think he would. He has
another reason for thinking hard and
often about the advisability of stoppages,
for he is the treasurer of the Miners'
Federation, and when funds are low the
wise treasurer walks with caution. This
giant of a man—ho stands well over six
feet, and seems almost as broad as he is
high—has not had much limelight switch-
ed on him, but he is one of the powers
behind the scenes, staid, solid, and
sound. Just at the moment there is not
too much use for staidness and solidity
in the Miners' Federation, but there will
be before many days have passed.Mr. William Straker.—Another of the
old-fashioned type, spare, grey-bearded,
intensely concerned for the welfare of
his men and the well-being of his organ-
isation. He too, has been struggling for
peace, but has been temporarily over-
whelmed. He is the secretary of the
Northumberland Miners' Association,
where funds have thinned almost to
vanishing point, as they have in Dur-
ham.Behind the big coal fight there is an-
other contest—that between the tried
and the untried, the old ideas and the
new—not the new ideas as typified in
the comparatively ordered outlook of a
man like Mr. Frank Hodges, but as
typified in groups of comparatively un-
known men on the executive, in the dele-
gate conferences, and in the coalfields.
Will the old ones "come back"? I
think they will.**BY ROCKET TO THE MOON.**Professor Goddard, who some time ago
announced his intention to make an
attempt to reach the moon by means of
a gigantic rocket early in the coming
summer, has been obliged to postpone it
for the present, owing to lack of financial
support.The grants in aid which he has received
from the Smithsonian Institute, Wash-
ington, and other sources are barely
sufficient for the completion of the pre-
liminary model of the rocket with which
he will demonstrate the essential prin-
ciple of his invention. "It is impossible
now to fix a date for the experiment," he
told a Press representative, "but the pro-
gress already made convinces me that the
result will be satisfactory."**PREPAID "WANTED"
ADVERTISEMENTS.**Letters are lying at this Office for
Borneo CK, KK, LM, LN, LR, LU,
LW, 50.**FOR SALE—MOTOR CARS, 2, 4, 5 and 7
seaters, also Piano Players with Music
in one run or hire purchase. Trucks 1½, 2½,
and 3½ tons. GAST, ABBASS & Co., No. 2,
11, Ningpo Road. Tel. Ad. INTERLUDE. 74****FOR SALE.****FIVE-ROOMED BUNGALOW, Peak
District. Tennis Court, Kitchen Garden.
Early possession.
Apply to—**Box No. 588,
Care of Daily Press Office. [58]**JUST RECEIVED**

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FINE ART**PICTORIAL POST CARDS**Types of Beauties, Children,
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at 75 cents per dozen.

GRACA & CO.,Dealers in Post Cards, Postage Stamps,
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PROMOTES THICK HAIR**Cuticura Soap shampoo preceded
by touches of Cuticura Ointment to
spots of dandruff, itching and irri-
tation are most successful. These
fragrant emollients save the hair,
clear the skin and meet every want
of the toilet and bath.Sole U.S. Agents in H.K. and Canton: S. & S. Co., Ltd.,
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Canton: S. & S. Co., Ltd., 111, Queen's Road, Canton.

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INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI via SWATOW ... "HANGSANG" ... Fri. 27th May, 10 a.m.
MANILA ... "LOONGSANG" ... Fri. 27th May, 3 p.m.
STRAITS & CALCUTTA ... "HANGSANG" ... Sat. 28th May, 3 p.m.
BANGKOK ... "HANGSANG" ... Sat. 28th May, 10 a.m.
BANGKOK ... "HANGSANG" ... Sun. 29th May, 10 a.m.
BANGKOK ... "HANGSANG" ... Mon. 30th May, 10 a.m.
BANGKOK ... "HANGSANG" ... Tue. 31st May, 10 a.m.
BANGKOK ... "HANGSANG" ... Wed. 1st June, 10 a.m.
BANGKOK ... "HANGSANG" ... Thu. 2nd June, 10 a.m.
BANGKOK ... "HANGSANG" ... Fri. 3rd June, 10 a.m.
BANGKOK ... "HANGSANG" ... Sat. 4th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Sun. 5th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Mon. 6th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Tue. 7th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Wed. 8th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Thu. 9th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Fri. 10th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Sat. 11th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Sun. 12th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Mon. 13th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Tue. 14th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Wed. 15th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Thu. 16th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Fri. 17th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Sat. 18th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Sun. 19th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Mon. 20th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Tue. 21st June, 10 a.m.
BANGKOK ... "HANGSANG" ... Wed. 22nd June, 10 a.m.
BANGKOK ... "HANGSANG" ... Thu. 23rd June, 10 a.m.
BANGKOK ... "HANGSANG" ... Fri. 24th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Sat. 25th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Sun. 26th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Mon. 27th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Tue. 28th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Wed. 29th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Thu. 30th June, 10 a.m.
BANGKOK ... "HANGSANG" ... Fri. 1st July, 10 a.m.
BANGKOK ... "HANGSANG" ... Sat. 2nd July, 10 a.m.
BANGKOK ... "HANGSANG" ... Sun. 3rd July, 10 a.m.
BANGKOK ... "HANGSANG" ... Mon. 4th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Tue. 5th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Wed. 6th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Thu. 7th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Fri. 8th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Sat. 9th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Sun. 10th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Mon. 11th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Tue. 12th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Wed. 13th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Thu. 14th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Fri. 15th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Sat. 16th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Sun. 17th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Mon. 18th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Tue. 19th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Wed. 20th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Thu. 21st July, 10 a.m.
BANGKOK ... "HANGSANG" ... Fri. 22nd July, 10 a.m.
BANGKOK ... "HANGSANG" ... Sat. 23rd July, 10 a.m.
BANGKOK ... "HANGSANG" ... Sun. 24th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Mon. 25th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Tue. 26th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Wed. 27th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Thu. 28th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Fri. 29th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Sat. 30th July, 10 a.m.
BANGKOK ... "HANGSANG" ... Sun. 31st July, 10 a.m.CALCUTTA LINE—This Line affords regular sailings to Calcutta, Porting and
Singapore, returning from Calcutta steam re-proved via Straits
and Hongkong to Japan, occasionally calling at Shanghai.All steamers have excellent passenger accommodation, are
fitted with Electric Light and Fans and carry a fully-qualified
Surgeon.SHANGHAI LINE—Sailings approximately every five days between Canton and
Shanghai, sometimes calling at Swatow. Through tickets can
be obtained and through Bill of Lading are issued to all
Northern and Yangtze Ports via Shanghai.MANILA LINE—A weekly service is maintained with Manila, by vessels with good
passenger accommodation, sailings from both ports every Friday.HAIPHONG LINE—Sailings approximately weekly for passengers and cargo,
calling at Haiphong when inducement offers.BORNIO LINE—One sailing per month between Hongkong and Sandakan by
a steamer having up-to-date accommodation for passengers.TIENTSIN LINE—A regular service is run from March to November between
Hongkong and Tientsin, calling at Weihaiwei and Caofu.BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok,
via Swatow, by four steamers fitted with up-to-date passenger
accommodation.**CALCUTTA LINE.**S.S. "NAMSANG" will be despatched on or about
Saturday, May 28th, at 3 p.m., for SINGAPORE, PENANG &
CALCUTTAThrough Bills of Lading issued to RANGOON, PORT SWET-
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS. CHINA & JAPAN SERVICE.**OUTWARDS.**Vessel ... Discharge
S.S. "GLENLYN" ... 28th May.
S.S. "GLENNAVY" ... 10th June.**HOMEWARDS.**Vessel ... Discharge
S.S. "GLENLYN" ... 24th May
S.S. "GLENNAVY" ... 17th June
S.S. "GLENLYN" ... 2nd JulyMovements are subject to change without notice.
For freight or further particulars please apply to—**Jardine, Matheson & Co., Ltd.****The Glen Line Ltd., AGENTS.**

Tel. No. 21 sub. 1 or 22, and 2294.

Cable Address

Kawasaki, Kobe.

Bentley's A.R.O. 5th Fl.

and Scott's Codes.

Telephone: Sandemly

3844, 3833.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, BOND, KOB.

SHIPPING NEWS

ARRIVALS.

May 25th.
Haitong, British str., 1,270 tons, Capt. W. C. Pasmore, from Coast Ports, with a general cargo.—Order.
Hydrangea, British str., 501 tons, Capt. R. Wetherell, from Swatow, with a general cargo.—Chin On S.S. Co.
Kaigo Maru, Japanese str., 2,015 tons, Capt. S. Nomura, from Keelung, with coal.—O.S.K.
Peking Maru, Japanese str., 1,990 tons, Capt. 1,000 tons, Capt. Yoshida, from Shanghai and Swatow, with a general cargo.—N.Y.K.
Soochow, British str., 1,594 tons, Capt. D. T. Davies, from Canton, with a general cargo.—B. & S.
Sungshan Maru, Japanese str., 1,502 tons, Capt. Kawamura, from Canton, with a general cargo.—N.Y.K.
Tai Sze Ma, Chinese str., 402 tons, Capt. Chan Chau, from Hoihow, with a general cargo.—Yan Fat & Co.
Yei Maru, Japanese str., 1,625 tons, Capt. Nishikawa, from Canton, in ballast.—Order.
 May 25th.
Cheungching, British str., 1,250 tons, Capt. F. Croft, from Weihaiwei, with a general cargo.—M. & Co.
Indo Maru, Japanese str., 3,398 tons, Capt. Y. Fushono, from Moji, with a general cargo.—O.S.K.
Muroran Maru, Japanese str., 3,233 tons, Capt. F. Horinchi, from Singapore, with a general cargo.—N.Y.K.
Patrol, British str., 1,251 tons, Capt. K. Walsh, from Lamma Island.—E.E. Tel. & Co.
Yei Maru, Japanese str., 3,001 tons, Capt. M. Sato, from Karatsu, with coal.—M.B.K.
Yingchow, British str., 1,216 tons, Capt. Byers, from Shanghai and Swatow, with a general cargo.—B. & S.

CLEARANCES.

May 25th.
Africa Maru, for Shanghai.
Agave, for Saigon.
Devent, for Saigon.
Empress of Asia, for Shanghai.
Fongshun, for Hongkong.
Hanlung, for Canton.
Huichow, for Weihaiwei.
Luen Sun, for Hoihow.
Myosin Maru, for Canton.
Peking Maru, for Canton.
Patrol, for Singapore.
Persia, for Singapore.
Shokko Maru, for Saigon.
Shanghai, for K. C. Wan.
Soochow, for Swatow.
Sungshan Maru, for Swatow.
Tai Sze Ma, for Singapore.
Taiyo Maru, for Shanghai.
Taiwan, for Kutchinots.
Tenley, for Fochow.
Yei Maru, for Keelung.
Yingchow, for Canton.

PASSENGERS.

ARRIVALS.

For s.s. *Haitong*, on May 25th.—Mr. and Mrs. Bathurst, Miss Melville Soliman, Mrs. G. H. Waters, Mr. A. Campbell, Mr. C. P. F. James, Mr. and Mrs. P. Kromer, Countess Dillon and Miss Dillon.

VESSELS EXPECTED.

Decadon (Blue Funnel), due May 31st.
Eastern from Sydney, due June 7th.
Fukushima Maru (N.Y.K.), from U.S.A., due May 28th.
Helena (Blue Funnel), due June 20th.
Ison (Blue Funnel), due June 22nd.
Iyo Maru (N.Y.K.), from Japan, due May 28th.
Kaga Maru (N.Y.K.), from London, due May 28th.
Kleist Maru (N.Y.K.), from London, due June 23rd.
Mentor (Blue Funnel), due June 11th.
Nagato Maru (N.Y.K.), from Japan, due May 28th.
Wankang (China Mail), due June 11th.
Siberia Maru (T.K.K.), due May 27th.
Tomura Maru (N.Y.K.), from Calcutta, due May 28th.
Tokoro Maru (N.Y.K.), from Calcutta, due May 28th.
Yamaguchi (Blue Funnel), due June 11th.
Yokohama Maru (N.Y.K.), due June 12th.

SALVAGE OF B. I. STEAMER.

On behalf of the directors of the British India Steam Navigation Co., Mr. Froome, senior partner of the firm in Bombay, presented on May 2nd a handsome gift to Mr. M. Johnston, chief engineer of the steamer *Bladira*, in appreciation of the saving of the company's steamer *Eripura*. Mr. Froome stated that Mr. Johnston did excellent work under most trying circumstances. He stood by the *Eripura* in the Red Sea for eighteen months and finally was on board the vessel as her chief engineer when she was towed across to Bombay which was a most difficult and hazardous task.

WIRELESS ON BIBBY LINERS.

The following is an extract from *Play* dated March 31st: I understand that the 14-k.w. wireless installations, with which all the Bibby boats have been equipped, are causing much comment among the passengers on those vessels by reason of the remarkable range obtained. As instance, it may be mentioned that on her last voyage the steamer *Yorkshire* was receiving press messages from American stations at a range of approximately 22,500 miles (her previous best receiving range being 8,000 miles) whilst the *Derbyshire*, during the course of her present trip, has been in communication with Bombay at a distance of 17,000 miles. The high reputation earned by the Radio Company's sets is well evidenced by the fact that they are being installed on the *Scythia*, *Campania*, *Windsor Castle*, etc., and other large vessels of leading shipping companies who, in many cases, are adopting the sets as the standard wireless equipment for their fleets.

SHIPPING MOVEMENT.

The s.s. *Yangtze* (Blue Funnel line) left Suat on May 13th for Hongkong, and is due here on June 7th.

WEATHER REPORT.

May 25th at 11.03.—Pressure changes since yesterday are small at all reporting stations.
 Pressure is highest over N.E. China and over Indo-China.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 2.24 inches. Total since January 1st, 35.20 inches against an average of 20.43 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—
 District Forecast.
 Hongkong to Gap Rock S.E. winds, moderate; cloudy, occasional rain.
 Fm. Canton Channel N.E. winds, fresh.
 South coast of China between Hongkong and Lamma No. 1.
 South coast of China between Hongkong and Hainan No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

MAY 25th, 1921.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	8 A.	29.97	47	—	S	4	2
Nemuro	8 A.	—	—	—	—	—	—
Hakodate	8 A.	—	—	—	—	—	—
Tokio	8 A.	—	—	—	—	—	—
Kochi	8 A.	—	—	—	—	—	—
Nagasaki	8 A.	—	—	—	—	—	—
Kagoshima	8 A.	—	—	—	—	—	—
Oshima	8 A.	—	—	—	—	—	—
Naha	8 A.	—	—	—	—	—	—
Shikajima	8 A.	—	—	—	—	—	—
Bonin Island	8 A.	—	—	—	—	—	—
Weihaiwei	8 A.	29.96	60	78	S	2	0
Hankow	8 A.	—	—	—	—	—	—
Ichang	8 A.	—	—	—	—	—	—
Kiukiang	8 A.	—	—	—	—	—	—
Changsha	8 A.	—	—	—	—	—	—
Shanghai	8 A.	29.98	61	89	ESE	1	0
Gutzlaff	8 A.	29.93	62	90	SE	4	0
Shanghai	8 A.	29.98	69	85	NE	1	0
Amoy	8 A.	—	—	—	—	—	—
Swatow	8 A.	—	—	—	—	—	—
Taihoan	8 A.	29.96	68	96	ESE	2	0
Taiwan	8 A.	29.95	73	—	—	—	—
Tainan	8 A.	29.92	73	—	SE	0	0
Koshun	8 A.	—	—	—	—	—	—
Pescadore	8 A.	29.84	73	—	N	4	0
Canton	8 A.	29.78	75	90	ESE	1	0
Hongkong	8 A.	29.77	75	82	E	4	0
Gap Rock	8 A.	29.74	—	—	SE	2	0
Wuchow	8 A.	29.73	77	88	ESE	2	0
Hoihow	8 A.	—	—	—	—	—	—
Pakhoi	8 A.	—	—	—	—	—	—
Phu Lien	8 A.	29.67	81	94	SE	4	0
Tourane	8 A.	29.71	84	—	SW	2	0
Cape James	8 A.	29.79	77	—	SW	3	0
Apurri	8 A.	29.85	—	82	SW	2	0
Dagupan	8 A.	—	—	—	—	—	—
Manila	8 A.	29.84	77	94	—	—	—
Calcutta	8 A.	29.64	77	92	WNW	2	0
Telouan	8 A.	29.62	77	92	—	—	—
Iloilo	8 A.	29.62	77	92	—	—	—
Surigao	8 A.	29.61	75	94	—	—	—
Guam	8 A.	29.59	—	—	—	—	—
Yap	8 A.	29.54	—	—	—	—	—
Labuan	8 A.	29.78	80	91	—	—	—

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q equal, r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, tenths and hundredths.

T. F. CLAXTON, Director.

FOR NERVOUS EXHAUSTION



LOSS OF NERVOUS ENERGY and DEBILITY

CHAPOTEAU'S PHOSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures neurasthenia, dyspepsia, insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

CHAPOTEAU'S THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

CP O S

HONGKONG TO VANCOUVER
 via Shanghai, Nagasaki, (Moji), Kobe & Yokohama
 Steamers: From Hongkong, Due Vancouver
 EMPRESS OF ASIA ... May 26 June 13
 MONTEAGUE ... June 14 July 9
 EMPRESS OF RUSSIA ... June 27 July 11
 EMPRESS OF JAPAN ... July 13 Aug. 3
 EMPRESS OF ASIA ... July 21 Aug. 8
 THREE TRANSCONTINENTAL TRAINS DAILY
 Connecting Car Connections arranged.
 CONNECTING STEAMERS
 CANADA TO LIVERPOOL
 METAGAMA ... June 16 June 25
 EMPRESS OF FRANCE ... June 21 June 29
 METAGAMA ... July 15 July 24
 EMPRESS OF FRANCE ... July 19 July 28
 EMPRESS OF FRANCE ... Aug. 13 Aug. 20
 Allotment of accommodation on these steamers held here and through
 tickets issued. Early application necessary. Other sailings to London,
 Southampton, Glasgow, Antwerp & Havre. For fares apply to—
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Freight and Passenger
 For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU.
 AMERICAN STEAMERS.

"COLOMBIA" ... sailing June 11th, 1921.
 "ECUADOR" ... sailing Aug. 10th, 1921.
 Apply to

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Hotel Mansions, Hongkong.
 Cable Address: "SOLANO" 1921

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For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU.
 AMERICAN STEAMERS.

"GOLDEN STATE" ... From Hongkong, Due San Francisco, July 4th, July 25th.

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For SINGAPORE, PENANG, RANGOON and CALCUTTA.

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GREEN STAR LINE.

Operating Far Eastern services for account of the
 UNITED STATES SHIPPING BOARD.

To NEW YORK & BALTIMORE
 "Loretta" ... 1st June
 (To LOS ANGELES & SAN FRANCISCO (via HONOLULU)
 "West Carmona" ... 10th June

To VANCOUVER & SEATTLE (via MANILA)
 "West Isis" ... 25th June

* Also cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
 PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
 HONGKONG OFFICE:—1st floor, Powell's Building, 15, Des Voeux Rd., Tel. 3028. (461)

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI, Direct.

30th May.

This vessel offers excellent cabin accommodation for saloon passengers

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to—

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Telephone No. 1574.

Agents.

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T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
TAIYO MARU	23,000	May 27th
SIBERIA MARU	20,000	June 10th
TEIKO MARU	23,000	June 21st
KOREA MARU	23,000	July 1st
SHINYO MARU	23,000	July 16th

† Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN,
 OATH, BALBOA, CALLAO, MOLENDINO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
RAKUYO MARU	17,500	June 10th
CHOYO MARU	—	July 11th

† Cargo only

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

King's Building.

Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 Tons	11,000 Tons	10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
Aug. 9th	June 25th	July 13th

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING"	June 13th
----------------	-----------

SAILING FROM

HONGKONG for SINGAPORE

S.S. "CHINA"	S.S. "NILE"
July 22nd	June 25th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURBRIDGE,

PRINCE'S BUILDING, 100, HONG KONG.

TELEPHONE, PASSENGER DEPT. No. 1934.

FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, 100, HONG KONG.

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REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

"WEST IVAN" ... 25th June.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY,

2nd Floor, Prince's Buildings Telephone 1062.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "SAMARANG MARU"	sailing on or about 2nd June.
S.S. "BORNEO MARU"	sailing on or about 21st June.

FOR JAPAN.

Ports of call:—Moji, Kobe and Yokohama.

S.S. "CHERIBON MARU"	sailing on or about 7th June.
S.S. "MACASSAR MARU"	sailing on or about 28th June.

For further particulars please apply to—

K. SUZUKI, Manager,</

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

OCEAN MONARCH ... via Suez ... 5th July.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

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Managing Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG

via "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.N. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"KNIGHT COMPANION" ... via Panama Canal ... 1st June.

"CITY OF MADRAS" ... via Suez Canal ... 15th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW & HANGHAI	"SOOCHOW"	On 26th May, 1 P.M.
HANGHAI & TIENTSIN	"YINGCHOW"	On 26th May, 4 P.M.
SWATOW & HANGHAI	"CHANGCHOW"	On 31st May, 10 A.M.
HANGHAI & TIENTSIN	"SEANGTUNG"	On 31st May, Noon.
SWATOW & HANGHAI	"SUENING"	On 2nd June, Noon.
HANGHAI & TIENTSIN	"SUICHANG"	On 4th June, 4 P.M.
HONGKONG, FAKHOI & H'PHONG	"KAIKONG"	On 5th June, 9 A.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG"	— Capt. W. O. Passmore	FRIDAY, May, 27th, at 12 Noon.
"HAICHING"	— Capt. A. H. Stewart	TUESDAY, May, 31st, at 12 Noon.
"HAALOONG"	— Capt. W. Couper	FRIDAY, June, 3rd, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blakely Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.P. & O. - British India
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Eastern & Australian
Lines

(COMPANIES incorporated in ENGLAND).

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,346	12th June	Marseilles, London & Antwerp
"DUNDEE"	5,400	18th June	Singapore, Colombo & Bombay
"DELTA"	8,000	25th June	Marseilles, London & Antwerp
"SYRIA"	7,000	23rd July	do
"KALYAN"	9,000	5th Aug.	do
"KASHMIR"	9,000	15th Aug.	do

BRITISH INDIA - APCAR SAILINGS (South)

"ARRATOON APCAR" | 4,510 | 2nd June | Calcutta via S'pore Pang & R'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	5,000	31st May	Sandakan, Thursday Island
"EASTERN"	4,500	25th June	Townsville, Brisbane, Sydney & Melbourne
"KANOWNA"	7,000	25th July	Sydney & Melbourne

SAILINGS TO SHANGHAI & JAPAN

"PLASSY"	7,346	31st May	Shanghai only.
"DELTA"	8,000	6th June	Shanghai only.
"DUNDEE"	5,400	6th June	Shanghai only.
"EASTERN"	5,400	8th June	Japan only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MAKENZIE & CO., Agents.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

SIAM MARU ... Friday, 24th June

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"CANADA MARU" ... Tuesday, 14th June.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDO MARU" ... Thursday, 3rd May.

"PEKING MARU" ... Wednesday, 1st June.

DELI & BANGKOK via SAIGON & SINGAPORE. Regular monthly service.

"KISHU MARU" ... Wednesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA.

Via Hongkong and Japan Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ALABAMA MARU" ... Thursday, 16th June.

NEW YORK via SUEZ—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

"HAYRE MARU" ... Tuesday, 30th May.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KALJO MARU" ... Sunday, 29th May.

TAKAO via SWATOW & AMOY ... Thursday, 2nd June.

"BOHJU MARU" ... Thursday, 2nd June.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building. [30]

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

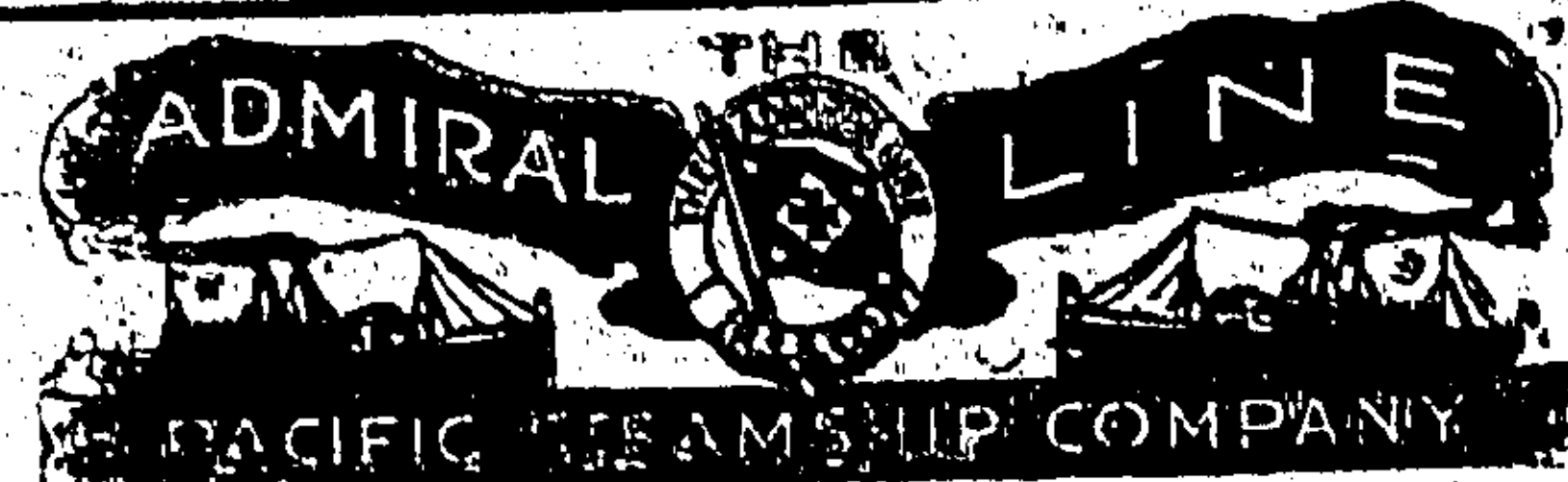
Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"TAIYUAN" ... 11th June ... 15th June

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [33]



Operating the following U.K. Shipping Board Steamers
PASSENGER AND FREIGHT SERVICE.
FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S. "WENATOREE"	From Hongkong	Arrive Seattle
S.S. "EDMORE"	May 27th Noon	June 13th
S.S. "ELDRIDGE"	May 29th	July 10th
S.S. "WENATOREE"	June 30th	July 25th
S.S. "KEYSTONE STATE"	July 25th	Aug. 16th
	Aug. 3rd	Sept. 15th

FOR PORTLAND DIRECT

(Calling Kobe & Yokohama).

S.S. "MONTAGUE" Freight only ... June 4th.

Through Bills of Lading issued to Overland Commerce points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.
REGULAR SERVICE
To & From
SAIGON—SINGAPORE—SUMATRA
JAVA PORTS
OPERATING THE FOLLOWING U.S.S. STEAMERS
GLYMONT ... June 20th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

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THE ADMIRAL LINE.

5th Floor, HOTEL MANSIONS BUILDING.
Tel. Add.: ADMIRALINE. Telephone 2477 & 2478. [432]

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WINTAH" ... to NEW YORK ... June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. AGENTS. 5th Floor. HOTEL MANSIONS. [178]

MESSAGERIES MARITIMES.

FRENCH MAIL LINKS.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAT" 2,000 tons	On or about 3rd June.
	Shanghai (only)	

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUEBOUT, SUEZ

"ANDRE LEBON" 12,000 tons On or about 31st May.

PORT SAID ...

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER, Acting Agent, Queen's Building. Telephone 740.

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"HWAH PING" May 28th.

"VICTORIA" June 24th.

For Freight and Passage, apply to—

YANG CHINA & AUSTRALIA S.S. CO., LTD.

Agents, 115, Connaught Road, Central.

Tel. 3307.

